



Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

When You are Reading
AND THE WORDS BECOME
BLURRED AND MISTY
THEN YOU NEED TO CONSULT
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,258 號八十五百二第 日五十月四年亥癸 HONGKONG, WEDNESDAY, MAY 30th, 1923. 三拜禮 號十三月五年二十國民華中 PRICE, \$3 PER MONTH

INTIMATION

The Best Tonic in the East MILK STOUT

There is no drink in all the East to compare with MILK STOUT. The Flavour is splendid and it is full of nourishment. You can feel it is doing you good.

But make sure that you get it. Ask for MILK STOUT and then see that the HOP LEAF is on the bottle. The true MILK STOUT is worth the trouble. It's so nice and so good.

Each Pint contains the energizing carbohydrates of 10 ozs. pure Dairy Milk.

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HONGKONG.

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R. M. (1)

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SPORTING GUNS by W. W. GREENER and Other Makers—British, French and American—also SPORTING CARTRIDGES of all descriptions.

Sportsmen are cordially invited to inspect Samples of GUNS by WEBLEY and SCOTT now on view at our Store.

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PEAK TRAMWAY CO., LIMITED.

FINE TABLE

WEEK DAYS.	
7.00 a.m. to 7.10 a.m.	Every 15 minutes
8.00 " " 11.00 " "	" " 10 " "
11.30 " " 12.30 p.m.	" " 15 " "
12.40 " "	Non stop
12.47 " "	Stopping
12.57 " "	Non stop
1.04 " "	Stopping
1.13 " "	Non stop
1.20 " "	Stopping
1.30 p.m. " 2.30 " "	Every 10 " "
2.30 " " 3.20 " "	" " 15 " "
3.30 " " 7.10 " "	" " 10 " "
7.20 " "	Non stop
7.27 " "	Stopping
7.37 " "	Non stop
7.44 " "	Stopping
7.54 " "	Non stop
8.01 " "	Stopping
8.10 " "	Stopping
NIGHT CAR.	
8.50 p.m. to 9.00 p.m.	Every 20 minutes
9.30 p.m. to 11.00 p.m.	Every 20 minutes
11.10 p.m. to 11.30 p.m.	Every 20 minutes
SATURDAY.	
Extra Car—12 Midnight.	
SUNDAY.	
7.00 a.m. to 7.10 a.m.	Every 15 minutes
8.30 " " 11.00 " "	" " 10 " "
11.10 " " 12.00 noon " "	" " 10 " "
12.00 noon " 1.00 p.m. " "	" " 10 " "
1.30 p.m. " 2.30 " "	" " 15 " "
2.30 " " 3.30 " "	" " 15 " "
3.30 " " 7.10 " "	" " 10 " "
7.20 " "	Non stop
7.27 " "	Stopping
7.37 " "	Non stop
7.44 " "	Stopping
7.54 " "	Non stop
8.01 " "	Stopping
8.10 " "	Stopping

By ARRANGEMENT AT THE COMPANY'S OFFICE, ALEXANDRA BUILDING, DES VOUEX ROAD.

1 May, 1923.

KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after FRIDAY, SEPTEMBER 15th, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

STATION	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 888	No. 889	No. 890	No. 891
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The "OKEH" has come to stay. That's a fact. Get acquainted with it to the strains of the latest musical Masterpieces as rendered by the World's greatest artists or to the strains of the latest Fox Trolly and Waltzes as played by America's leading orchestras and bands. Do not forget that the "OKEH" is original and refined and that it pleases and satisfies. So says everybody who has heard it and there can be no better recommendation than this.

Haven't you got a Talking Machine? Then let us name for you your own requirements in selecting a Phonograph. It must be a musical instrument first of all and it must have faultless tone—clear, round, true. It must be not only pleasing in design but correct. Its proportions must be exact, its wood and metal perfect, its workmanship beyond criticism; and, more than ever before, its price must be reasonable. We have such an instrument in the "STRAND" CONSOLE—worthy of the place of honour in any room of any home. Let us demonstrate it to you. You must see the "STRAND" and hear it to appreciate what has become possible in 1922.

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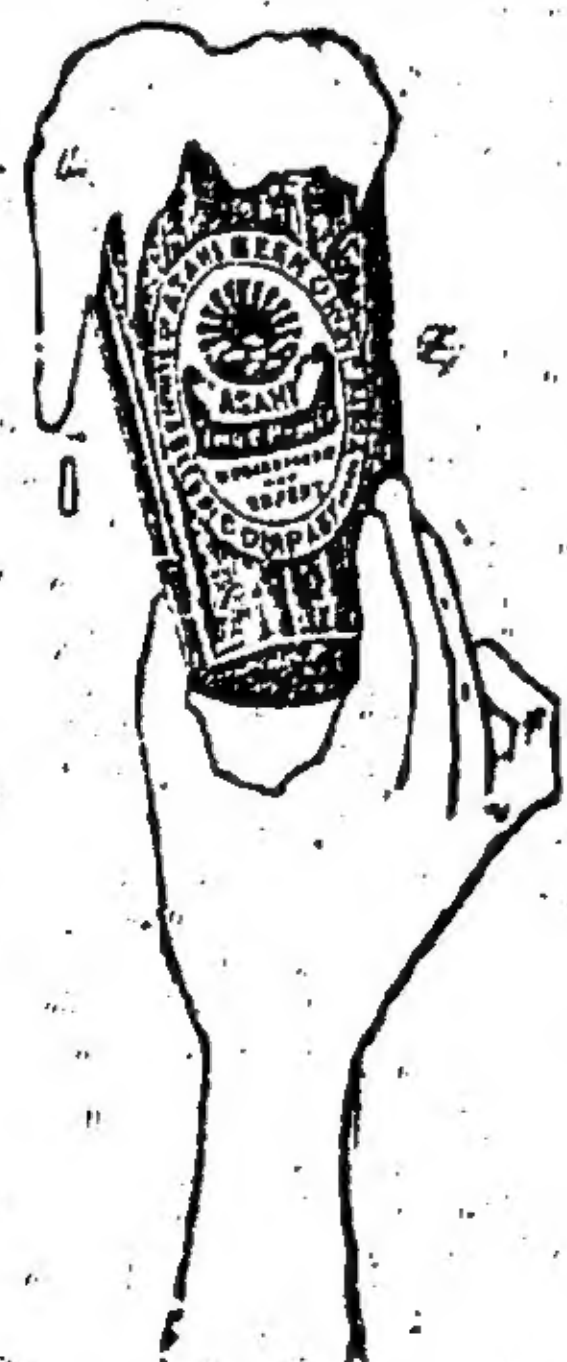
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OBJECTIONABLE REPORTS.

SUGGEST D LEGISLATION.

In the House of Lords on April 24th, Lord Balfour of Burleigh asked the Government whether their attention had been called to the undue publicity which had been given in certain sections of the Press to indecent details of certain recent cases in the Law Courts, and whether they would introduce legislation to deal with the matter. He recalled that Lord Alverstone, then Lord Chief Justice, giving evidence before the Divorce Commission, said that the mischief done by the publication of indecent details was incalculable, particularly in the case of girls and boys between the ages of 14 and 18. The witnesses from the Press, who numbered twelve, all agreed that the publication of details was undesirable, and some of them pointed out that while the abuse was mainly confined to papers of a certain class, letter-class papers were compelled to publish longer reports because of competition. Granting that reasonable publicity might exercise some salutary effect, he did not think that that could be held to justify the orgy of posters and the exploitation of indecency of which they had some examples. (Noble Lords: "Especially the Sunday papers.") The intention of the law was perfectly clear. The difficulty lay in the fact that it was not so much in the actual words of the report that the indecency lay, but in the suggestiveness which was underneath it. What he was suggesting was not further to limit the freedom of the Press, but to render effective the limits which by law it seemed to him existed. The precise means of doing that was possibly a matter of some difficulty. It might be that it was best to give the judges discretion to instruct that certain evidence should not be published, or another way might be to prohibit the publication of any report until the conclusion of the case. He believed the majority of the newspapers themselves would welcome legislation, and he could not believe that it was beyond the power of the legal advisers of the Crown, in collaboration with the leading representatives of the Press, to frame some legislation which would meet the case. The great majority of newspapers reported these cases with decency and restraint, but there was a minority which offended, not only against taste and the public morals, but also against what was the intention of the law.

DRASTIC SUGGESTIONS.

Lord Buckmaster said that they could not by Act of Parliament further limit and define the power that the Press now possessed in reporting these cases. If they were to effect any remedy it must be by something far more drastic than that. In his opinion, the right thing to do was to prohibit the publication of anything connected with a divorce suit excepting the result. Why was it suggested that the public had a right to know everything that took place within the four walls of a divorce court? When he heard of the liberty of the Press being invoked as a reason why indecent matters should be disseminated broadcast throughout the country he was unable to respond. So also was it with regard to the suggestion that the fear of the shame of prosecution would deter people from doing wrong. People always appeared to underestimate the strength of human passions. The great scandal connected with these reports was that they pilloried the person who had done no wrong. The woman who had done no wrong had to give her evidence before a court which was crowded with vulgar, idle spectators who were not gathered for the purpose of seeing justice done—if they wanted to do that they could go to the commercial court—but to hear unclean matter come from the lips of a woman. That offended the elementary sense of justice. If he had his way there would be far wider powers of clearing the court than existed and he would absolutely prohibit the publication of details. If there was any matter which was a private and domestic concern it was a quarrel between a man and his wife. The right way to deal with the question was to stop all publication of details and only give the result. (Hear, hear.)

The Bishop of Durham asked their lordships to imagine the effect of the publication of the most degrading matter on the minds of the idle thousands of youths and men in the great industrial centres. It provided them with a text for the most degrading conversation. What conceivable public advantage could there be from the publication in full of painful and humiliating trials in the Divorce Court? There was a saying that "familiarity breeds contempt." It would have been said by saying that the common discussion of very gross vice blinds men to its enormity, and thereby facilitates its extension in the community. All the agencies which worked for the raising of the character of our people and the cleansing of their lives were at one in this matter.

The Earl of Meath urged the Lord Chancellor to take the matter up and bring in a measure to prevent in the future the publication of perfectly unnecessary details. Viscount Finlay said that one of the most deplorable sights in London was the queue of people waiting at the doors of the Divorce Court for admission in order that they might revel in the details which it was the duty of the court to investigate. But it was not only in the Divorce Court that were heard cases which should not be reported except in barest outline, with a statement of the result. It was a most unfortunate thing that nowadays it was impossible to leave about newspapers where there were young people. It was, of course, necessary before any reform of this kind could be carried that they should have the co-operation of the Press, and there was a very large section of those responsible for the management of the Press who would welcome anything which would strengthen their hands in dealing with this great and growing evil. Would it not be worth the while of the authorities concerned to consider whether a selection of cases could not be taken to show that the existing law was not so impotent in this matter as was sometimes supposed? If in one or two cases the law were enforced it would have a very great deterrent effect.

The Earl of Desart did not take the sanguine view entertained by Lord Finlay that any adaptation of the existing law would be successful. He did not think they would succeed before a magistrate in regard to one report out of a hundred. He would suggest that all that should be reported would be the name of the parties, the charges made, and the result, and a report of any discussion on a point of law.

LORD CHANCELLOR'S VIEW.

INTERESTS OF INNOCENT PARTIES.

The Lord Chancellor considered that Lord Balfour of Burleigh, in bringing forward this motion, had rendered a public service. Lawyers were obliged to listen to unsavoury details when the cases were investigated, but there was no reason why details of these cases should be broadcasted throughout the country by publication in the great majority of our newspapers. The effect of printing them indiscriminately was to bring these disgusting matters before the eyes of the people who read their paper for quite other purposes and who absorbed that kind of thing, and, worst of all, to bring them before the eyes of young people of both sexes to whom real harm was done. To their honour, some of our newspapers refused to publish details of this kind; others thought it proper to insist upon their right to publish them.

As to the present law it was true that the privilege of the Press did not extend to the publication of indecent and obscene matter. It was also true that it was very difficult to obtain a conviction. The Department of Public Prosecutions was always ready to hear and investigate complaints of indecent or obscene publication, and to take action where a case could be made, but the evil was sometimes not in the publication of something grossly and patently obscene, but of something suggestive, and it was not easy in cases of that kind to procure juries to convict. The law as it stood was really not strong enough to deal with the whole of the evil. He did not mean that they could not enlarge the definition of indecency or obscenity so as to make criminal that which was not criminal to-day, but the criminal proceeding open to the department have been proved not to be sufficient to deal with the whole of the evil. He did not shut out the suggestion that publication should be forbidden except as to the names of the parties and the result of the litigation, but there were difficulties about that. The same details were found in other cases, some civil, most of them criminal. People concerned in the cases had an interest to have sufficient publication of the details to show that they were free from blame. Proposals by the Royal Commission were incorporated in the bill which Lord Buckmaster introduced a few years ago, but objection was at once taken by some members of that House who were connected with the Press. All these provisions were either struck out or so truncated that all that remained was of no use. In the following year Lord Gorell had in his bill a clause dealing with this question, but it was objected to, and was struck out.

After talking the matter over the other day with a deputation of members of the other House, he (the Lord Chancellor) suggested that they should endeavour to get the Press in line over this matter; that they should interview the members of the Press who were desirous of helping, and should try to get some kind of agreement in the respectable Press, the effect of which would be to purify the columns of our newspapers from matters of this kind. Attempts had, he believed, been made in that direction, but hitherto without result. Sir E. Cecil intended to introduce a bill to deal with the subject. With the heavy programme that the Government already had this session it would be very difficult for them to introduce legislation on a subject upon which people were not yet agreed as to the remedy. The Government would note what was said and done in this matter, and if they saw any opportunity of useful intervention they would not fail to take advantage of it.

Lord Beauchamp said they realised the difficulty of this session's programme, but asked whether it would not be possible for them to introduce a bill next session. He urged that the Government should also deal with the publication of indecent advertisements.

The subject then dropped.

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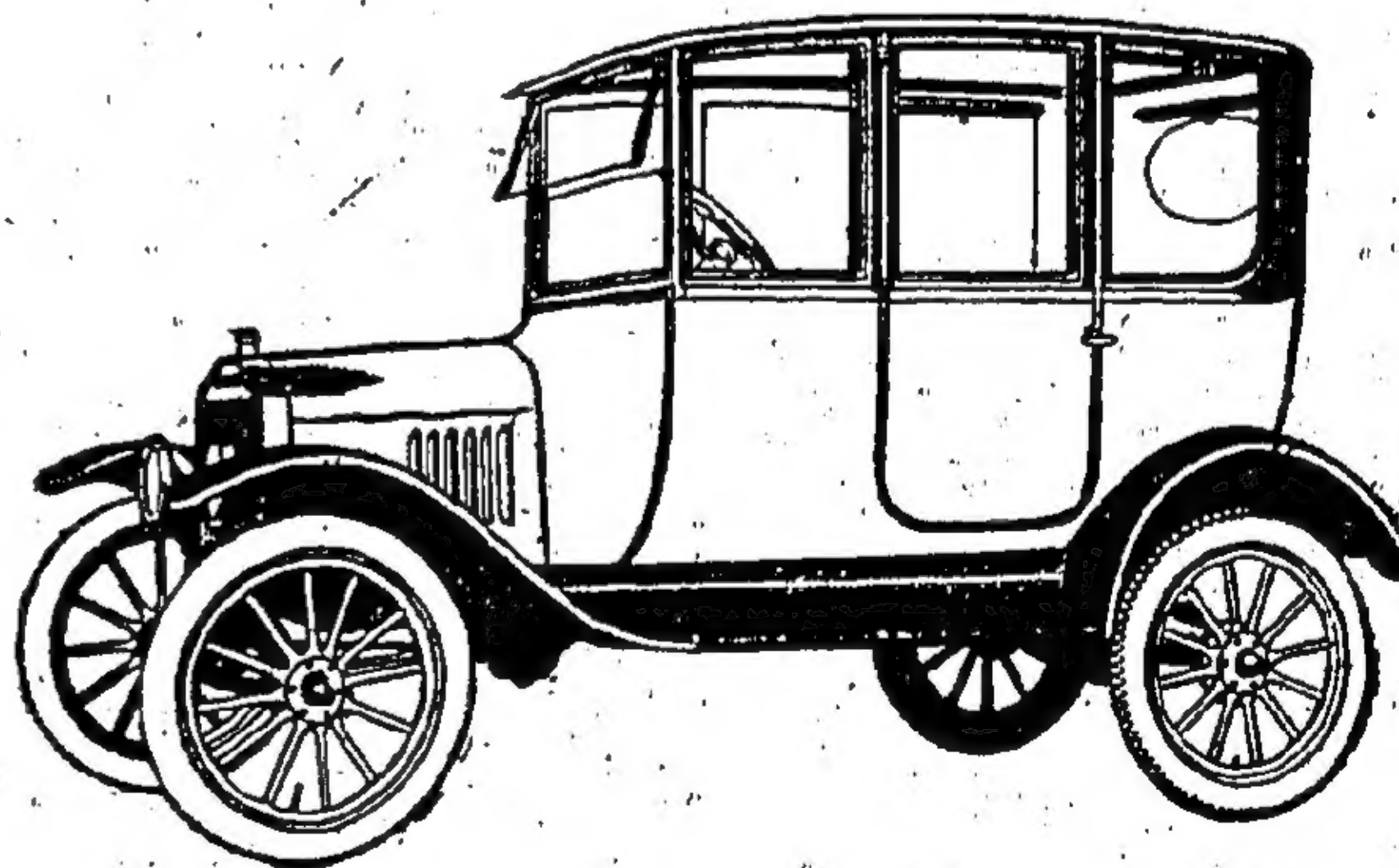
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TEXTILE COLLEGES FOR CHINA. NEED FOR GOVERNMENT SUPPORT.

By the invitation of the Parliamentary Committee of Lancashire Members, Col. Dobson, of Messrs. Dobson and Barlow, of Bolton, recently, at the House of Commons, explained the scheme put forward by the Textile Machinery Makers' Association of Lancashire for the establishment of a textile technical school at Shanghai out of a portion of the remitted Boxer Indemnity. Colonel Dobson said that the trade between Great Britain and China had, from the earliest days, been an exceedingly important one for the British Engineering Industries, and particularly those of Lancashire. From the beginning of the introduction of modern cotton spinning industries into China, the machinery had been supplied entirely by Lancashire firms.

Some years before the war, America, together with France and Germany and other countries, remitted the Boxer Indemnity on the understanding that this money was earmarked for educational purposes. America had applied the money to the development of commercial relations between herself and China, a large sum being spent in the education of young Chinese in American engineering establishments. In spite of this, it might have been taken America some time to have made the progress they had done, in their machinery imports into China, if it had not been for the European War, 1914-1919. Up to this time the British engineers had had little to fear from the American competition, inasmuch as business relations with China had always been of the bit and the goods supplied of the first-class quality. In 1914 the British engineers were engaged in making munitions of war, and were unable to construct or deliver any machinery. When the textile machinery ceased to deliver machinery, it was the opportunity for which America was waiting, and they at once began to obtain orders in this commercial field which had hitherto been essentially British. Hundreds of young Chinese returned to China, having been educated at the Saco-Lowell and other American machine shops, and they obtained positions as mill managers and technical school professors, the one Technical College in China, that of Nantung, being entirely staffed with American-trained Chinese.

UNITED STATES' OPPORTUNITY.

This had had the result of turning the attention of the master cotton spinners to American engineering goods, and several of the most prominent Chinese cotton spinners who were, before 1914, essentially pro-British, were now all in favour of American manufactures. The hold America had got on China was evidenced by the number of spindles supplied since 1915. The American shops had delivered 801,974 spindles, as against the English imports of 947,936 spindles, and this was all the more striking when it was remembered that before 1914 they had had no spindles in China. The American competition became so serious that it was suggested in 1921 that some attempt should be made to establish English Textile Colleges in China, where the Chinese could be trained in English machinery and English methods. It was hoped at the time that some Government grant would be given to this, but it was found that the British Government had not then contemplated the reversion of the Boxer Indemnity, and it was then thought that it might be possible if the Chinese spinners and merchants, who were interested in the question, would provide the building and land, the English textile machinery would provide the whole machinery gratis. This proposition was favourably received, although at the time it was considered it would be a mere drop in the ocean in comparison with what was wanted to recover the lost ground. Then came the financial and trade slump in 1929, and the Chinese merchants regretfully withdrew from their proposal, as owing to the mid trade depression they were unable to put up the necessary amount of capital. By this time considerable interest had been aroused on the question of the Boxer Indemnity, and many letters were written to the British Press. When it was heard that the British Government contemplated earmarking the Boxer Indemnity for educational purposes, the scheme was again brought forward, and was enthusiastically received both by the Chinese and the British merchants in China.

THE BRITISH SCHEME.

The scheme, which would be a large Textile Educational College, would cover all the trades relating to textile fabrics, viz., cotton spinning, weaving, dyeing, bleaching, etc., and the College would contain the most up-to-date machinery of every British make, driven by British made electric motors, and furnished throughout with all accessories, such as card cans, bobbins, and so on. The staff would, of course, be selected British experts as the heads, with the best British-trained Chinese teachers, who would be able to teach both in the English language and the vernacular. As spinning districts were some distance apart, there would have to be accommodation for at least 300 out-students, the day students being drawn from Shanghai and districts, where a considerable amount of the textile industry in China was situated.

(Continued at foot of next column.)

A JAPANESE TOLSTOY. A SOCIAL RELIGIOUS MOVEMENT.

A correspondent of the *Manchester Guardian* writes:—

A recent Japanese religious book has quickly obtained a circulation of 200,000. It is called "The Life of Repentance," and is written by a new teacher named Nishida, one of the products of the religious and intellectual fermentation going on to-day in Japan. Nishida (Anglican "Westfield") may be described as a compound of Buddhism, Communism and Christianity as Tolstoy understood it. Dr. Albertus Pieters, the manager of "Shinsei Kwan," the newspaper evangelisation movement in Japan, who is in close touch with the movements of religious thought in that country, describes him as being 75 per cent. Buddhist, 10 per cent. Communist, and 15 per cent. Christian.

The great problem for Nishida was the economic tangle of modern society rather than sin in a religious sense. Why should men make money by buying goods and selling them at a higher price? Is it not robbery? Why also this eternal struggle between labour and capital? Why should there be such a thing as interest on capital? Is there no way out? Nishida turned especially to Tolstoy's writings in his search for a solution. But he read Tolstoy's teaching through Buddhist spectacles, and came to the conclusion that the way out for him was to die to his old life and begin a new one in which he would have nothing and seek to gain nothing. Nishida says that so long as man retains any notion of his own individuality being worth while he will seek to gain things for himself, which is the root of all evil.

A WORKING MENDICANT.

Having come to this point, Nishida went out on to the streets as a mendicant, exactly like the Buddha of old, with this exception—that he added the modern Christian idea of social service. Hence he is not content to beg and do nothing, but works wherever he finds something that needs doing, preferably some dirty manual job, like cleaning out cess-pools. This, he says, calms the mind. He never asks for wages, and prefers even not to accept money when offered to him. If any, in the spirit of doing something for their fellow-men, choose to give him the kitchen scraps, he will eat them gladly, but will not look upon them as wages.

From the Christian teaching he has adopted the idea of faith in some higher power, and of prayer to it, yet his pantheistic conception of that power, although the words might fitly be in the mouth of Christians, have a different idea behind them.

Nishida's ideal state of society is that we should all eat only such food as every one can have, wear only such clothing as the poorest can obtain, and dwell only in such houses as all may occupy. Then, he says, there would be no envy, no lust of possession, no quarrels or wars.

This Japanese Buddhist Tolstoy is having a profound effect on many of the younger generation to-day, for his own life is a very noble one. Young men are seeking to follow it, and are putting on old clothes and taking on manual work and forsaking their previous mode of existence.

It was suggested that such an educational establishment should be vested in a joint committee of British and Chinese, and if it was necessary in the terms to liquidate the Boxer Indemnity definitely in a certain number of years, at the end of this period the whole College would be turned over to the Chinese Government, by which time it would probably have done its work, i.e., would have enabled a large number of Chinese to be thoroughly versed in English methods, and would have filled the positions of mill managers with British-trained men, and would have advertised to a very large extent the latest mechanical products of Great Britain.

By some such means only was it possible to counteract the American incursion into this line of industry, which they obtained during the war. Trade with China was of very considerable importance to Lancashire, not only to the engineers, but to the cotton spinners and manufacturers as well. If the eyes of Chinese merchants and manufacturers were turned away from the British mechanical side, and they purchased their machinery in America, they would also purchase such yarns and piece goods as they required from the same country, and not only these, indeed, but all commodities.

Although the counts spun in China were low ones, from 30s. to 20s., average 14s. generally, from their own grown cottons, mixed with Indian and Japanese grades, for the production of coarse cloths, the exports from this country consisted mostly of better class goods, which necessarily had to be produced from much higher grade cottons than they themselves grew. Therefore, so far as could be at the present time determined, there was little probability of them going in for the spinning of such better class goods as would adversely affect the exports from this country. Any increase in the spindleage would naturally be on the lines of established plants for the production of low counts.

The scheme outlined above would undoubtedly have a beneficial influence on all sections of the British trade, and thus they asked for the support of the British Government.

THE SHAKESPEARE ANNIVERSARY. CHINA AND SHAKESPEARE.

Speaking on the occasion of the Shakespeare anniversary at the Shakespeare Club, at Stratford-on-Avon, on April 23rd, Mr. Chao Hsin Chu, the Chinese Charge d'Affaires in London, said it gave him great pleasure to visit the town on such an occasion. He was also honoured in being called on to respond to the Mayor's welcome, in honour of the event. It was of great interest to attend such a ceremony. He proceeded:—

I have brought with me a very distinguished compatriot, Mr. Fan Yuan Lien, who used to be Minister of Education in Peking. Mr. Fan is a great admirer of Shakespeare's literature, so he joins me in coming to pay his personal respect to your great dramatist and poet. Shakespeare is known worldwide; his literature is not only appreciated by Westerners, but by Orientals as well. Shakespeare's works are generally studied by the Chinese students at home. We appreciate foreign literature; you English people also have the same literary taste. Quite a part of our classics and philosophy have been translated into English. Confucius's teaching is equally admired by the English scholars, as Shakespeare's literature is admired by the Chinese. Intellectuals are international. You can claim Shakespeare as an Englishman by birth, but we speak as an Englishman by heart, but we have an equal right to claim that Shakespeare is a man of the world by intellectualism. Some day I am sure Shakespeare's birthday will be universally celebrated including Far Eastern countries. When that time comes we shall be able in China to hoist the Chinese flag, in conjunction with the British flag, under which Shakespeare was born.

No doubt your distinguished dramatist and poet knew about most things, though I have always doubted whether he knew anything about China. In fact, I believe that in the whole of his works there is only one reference at all to my country, and even then when using the expression I doubt if he associated it with the Far East. In fact, the only reference that I know of is in "Measure for Measure," wherein the line occurs:—"They are not Chinese dishes, but very good dishes." You will see the great thought which induced the dramatist to pay what I have, no doubt, was a well-deserved tribute to the excellence of the earthenware of my native land. Nor so far as I can trace did Shakespeare ever mention "Cathay." Every self-respecting poet and dramatist mentions "Cathay," not because it means anything more to them than does China, but because it rhymes so very much more easily. If any of you have any poetic instincts I suggest that you try and make a line to rhyme with another in which China is the last word. On the other hand, "Cathay" rhymes easily. You will remember that one of your living poets (Kipling) wrote:—

"On the road to Mandalay
Where the flying fishes play."

He might equally have written:
"On the road to far Cathay,
Where the flying fishes play."

It would have been just as appropriate, particularly as you will remember he goes on to mention China in the concluding verses:—

"Where the dawn comes up like thunder
Out of China, 'cross the Bay."

Perhaps we escape luckily. Sometimes I go, in my very few spare moments, to the theatre, and it seems to me there is always a fancy to depict, if the play has a Far-Eastern character, a purely imaginary China and an equally imaginary Chinese people. Knowing the devastating effect with which your great medical dramatist employed geographical detail, it is perhaps fortunate that, probably from lack of sufficient knowledge, he never alluded to my country at all. Still he could not have been more unkind to us than the modern dramatist and the modern film producer. Few writers are more kind to my native country. The ever kind to my nation of your distinguished Victorian poet, Tennyson, who wrote:—"Better fifty years of Europe than a cycle of Cathay," because he had not the remotest idea what China, where he had never been, was like. Perhaps, therefore, in approaching Shakespeare, who is very widely known in the Chinese schools and universities we can do so under specially favourable circumstances for the value of his deep thought and the charm of his poetic expression, untroubled, so far as we are concerned, by incorrect historical or geographical details.

THIEVES FALL OUT. A TRIANGULAR DUEL.

Not long since, at Lun, in the Sulu archipelago, writes the Manila correspondent of the *Times*, three enterprising Moros, named Abura, Dambung, and Damang, stole two horses, which they drove to a remote and sparsely inhabited district.

Feeling themselves secure the three friends proceeded to debate upon a just and equitable division of the spoils. Each Moro voted himself one horse as his share. The debate became heated, and still more heated. Finally, seeing no other way out of it, they decided to fight it out. Each man drew his kris, and the battle was joined. They were young and sturdy Moros, and in the pursuit of their calling they had become expert in the use of a blade. The result was dramatic and decisive. They were all killed.

Shortly afterwards a Constabulary patrol came along and recovered the two horses, which were returned to their rightful owners.

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SEVEN-ROOMED DETACHED HOUSE with Tennis Lawn and Garage for Two Cars.
Apply to—
PERCY SMITH, SETH & FLEMING. 1853

OFFICE WANTED.

ONE LARGE ROOM OR TWO SMALLER ROOMS, preferably on Ground or First Floor, in Centre of City, Required, as Office about June.
Write "Z," Daily Press.

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th prox. will be subject to rest. All Claims against the Steamer must be presented to the undersigned on or before the 14th prox., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox. at 10 a.m., by our Surveyors, Messrs. GOSWAMI & DOWLING. No Fire Insurance has been effected. Bills of Lading will be countersigned by **DOWLING & CO., LTD.** Agents.
Hongkong, 25th May, 1935. 1858

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TO LET—ONE FLAT, 1st Floor, Three Rooms, Modern Conveniences, No. 9, Jordan Road, Kowloon. Apply, Koon Tai & Co., 24, Des Vaux Road Central. 188

WANTED—EUROPEAN and CHINESE, Live, Energetic and Enthusiastic Men, to act as **INSURANCE BROKERS** in Hongkong and South China. Apply to: **SUN LIFE ASSURANCE CO. OF CANADA.** 187

TO LET—EUROPEAN FLATS in Leo Building, Wanchai Gap Road. Apply to 32, Kennedy Road. 186

WANTED—One or Two Good CHINESE ARCHITECTURAL DRAFTSMEN. Applicant to forward Samples of Drafting and applications by Letter only to the HONGKONG REALTY AND TRUST CO., LTD., Fowell's Building, Des Vaux Road Central. 178

BOTTOMLEY'S VICTORY BOND CLUBS.

Messrs. Reid Sharrman and Co., solicitors, of 52, Bedford-row, W.C., write to the London papers that with regard to the various Victory and Thrift Bond Clubs formed by Horatio Bottomley, there is at present in the High Court money represented by £20,820 "Conversion stock," which, with a small sum in the hands of the Receiver, is the only money available for distribution among the 86,130 claimants, who have sent in claims amounting to £791,479.

As it would be impracticable to subject all the claims to formal proof by litigation, and that a distribution pro rata of all claims would involve an expenditure of about £23,000, and would mean a payment to the claimants of 3d. or 4d. in the pound, they have been instructed by two of their clients to apply to the court that the whole of the fund available should be handed over to the Prince of Wales's Hospital Fund.

OPIMUM SMUGGLING MORE ABOUT THE "EWO" CASE. WHAT IS MEANT BY THE TERM EXPORTATION.

The case in which Messrs. Jardine, Matheson and Co., Ltd., are prosecuted for having allowed the Indo-China s.s. *Loony Sang* to be used for the purpose of conveyance or exportation of 500 taels of prepared opium came up for further hearing at the Magistracy, yesterday afternoon. The opium is valued at \$7,250 and under the Ordinance, defendants are liable to a fine of ten times that amount. The contraband was found concealed in a crank shaft pit of the engine room by Revenue Officer Landon and the contention of the prosecution is that the Company failed to take proper precautions to prevent the opium being brought on board.

Mr. J. D. Lloyd, Superintendent of Imports and Exports presented, and yesterday he was supported by Mr. T. M. Hazlerigg, Assistant Crown Solicitor. Mr. E. Davidson appears for the defence.

As all the evidence had been taken at previous hearings, Mr. Davidson, yesterday, in an address to the Court, said he understood from Mr. Hazlerigg that the prosecution was asking for a conviction on the grounds that no reasonable precautions were taken by the defendants. Referring to the Ordinance, under which the prosecution had been brought, Mr. Davidson said it was made to prevent people doing what they very much wanted to do—smuggling opium—and consequently it had been the experience of most countries in their efforts to suppress smuggling that they had to be very drastic in their legislation. The local Ordinance, was very drastic. It threw the onus on the defendants and they had to prove a negative in a difficult kind of way. The Ordinance might operate harshly on individuals and in view of what they knew of the case, it might operate harshly on his clients. As the result of careful examination of the Ordinance he did not propose to contend that the language of the Ordinance would not bear the meaning that a ship lying at her buoy was not being used for the exportation of opium. He would show that the Ordinance would more easily bear another interpretation which involved the acquittal of the defendants in the case. He thought they had the right to rebut the case for the prosecution.

The Magistrate: By any means?

Mr. Davidson: Yes, by any means.

Continuing, Mr. Davidson said he would rebut the case for the prosecution by showing that they were never engaged in exporting opium at all, and that the ship was never used for the exportation of opium. The ship was a material time moored to her buoy and never moved. He contended that a ship at anchor could scarcely be called a ship. In such cases a ship was more commonly known as a hulk. To the ordinary person the Ordinance read that she was being used for the carriage of opium.

The section of the Ordinance read: "No ship shall be used for the landing, carriage, conveyance, importation or exportation of opium." It was not sufficient to prove that the opium had been found in an idle ship and whilst a ship was in port, they could not prevent people bringing the opium on board. Mr. Davidson, therefore, thought that the Ordinance contemplated that searches should be one of the precautions to be adopted by ship-owners. But even if the opium had been discovered and handed over, the owners were still liable to be prosecuted. He submitted that the defendants should be discharged on the grounds that they had rebutted the presumption that the ship at the time that the opium was found on board was being used for the conveyance or exportation of opium.

The Magistrate: I don't see why you should not say at once that this Section can be interpreted to cover any conduct of the ship at her buoy.

His Worship added: Why not go further and say that the Section is not applicable to a ship at her buoy.

The Magistrate suggested that the placing of the opium on board was the first step in getting the opium away from the Colony.

Mr. Davidson then went on to say that he proposed to take the somewhat unusual course in addressing his Worship as to penalty. The case, he considered, was of considerable importance to local ship-owners and in some ways it would be more satisfactory if by discussing the probabilities of a fine and not so much the probability of acquittal ship-owners would get at the actual construction of the Ordinance. The object of the Ordinance was obviously to make smuggling too expensive for ship owners and that was the sole reason of the gigantic fine. It was the obvious intention of the Ordinance that the Magistrate should impose a fine sufficient to swallow up the profits of any

previous successful ventures. But the Ordinance did not only deal with the guilty owner; it also dealt with the completely innocent man and the owner who had probably been careless in taking precautions against smuggling. According to the original Ordinance, the Magistrate was not obliged to impose the maximum fine of \$5,000, but under the later Ordinance a fine of ten times the value of the opium found could be imposed. The Magistrate could take into consideration the actions of the owners and he could impose a fine which would induce them to be a little more careful, but if the owners were taking all reasonable precautions, then no other fine could be imposed except the usual nominal fine of \$1. Mr. Lloyd had admitted in cross-examination that if the opium had been found and handed over there would have been no prosecution. In this case they were admittedly innocent of the smuggling and it had been proved that they were diligent, which only went to show, as he strongly submitted, that a nominal fine was the only fine that could be imposed in the case.

Continuing, Mr. Davidson said that it was a curious fact, that the Revenue Authorities never informed a ship owner that opium was going to be placed on his ship, but instead, they waited until it was placed on board, and then they seized it and the owner was fined. No doubt this was done for perfectly good reasons, and he was not going to suggest that it was done for the sole purpose of prosecuting the owner. All he wished to point out in this case was that his clients were innocent. At the commencement of the case he took the precaution of asking Mr. Lloyd what fine he would suggest would meet the case. But he could not say. He could not say, for very good reasons. The only possible fine was a nominal fine of one dollar, otherwise his Worship was at sea.

The Magistrate pointed out that the Section might have some bearing upon the shipowner for the misdemeanours of his crew. One of the objects of the legislation might have been to ensure that the shipowner regulated the behaviour of the crew.

Mr. Davidson: I quite agree, but if that is the case why not have the fine fixed. Why not have a minimum fine instead of a maximum. He added that the Ordinance by stipulating a maximum fine might end in the Court considering a fine which would satisfy the Crown and not annoy the defendant.

The Magistrate said that what he had in mind—if it came to that—was the imposition of a fine which would lead to the prevention of this sort of thing occurring again.

Mr. Davidson: Supposing the owners are admittedly innocent, what fine would prevent a repetition of the offence? I don't think the greasers, stokers and firemen will be very much concerned, and it is doubtful if they will mend their ways. I do not think the owners could be any more diligent than they have been.

Mr. Davidson said he had only one further remark to make. Mr. Lloyd had stated that the case was important because the Opium Conference was taking place shortly and Bishop Brook was the American delegate. His comment on this was that he did not think his clients could be fined simply because there was an Opium Conference on.

Mr. Hazlerigg, in the course of his address to the Court, said the question arose as to whether it had been proved that the opium had been brought on board for any specific purpose. The Second Engineer in his evidence had suggested that the opium might have been put on the boat when the vessel was in Dock last June, but the idea that it had remained on the boat since last June made it sufficient not to take the view into serious consideration. By not taking a wider view of the Ordinance than Mr. Davidson had suggested the Crown would be deprived of any hopes of ever securing a conviction for the exportation of opium. It was obviously impossible for Revenue Officers to go on the ship once she was under way. If they did not give a wider meaning to the Ordinance it would be difficult to say at what time exportation commenced. It would mean defining the word exportation. Did it mean from the time the ship left the waters of the Colony or from the time she left her buoy? The only possible means they had of finding out these offences was whilst the ship was in the harbour. From the evidence it seemed likely that an officer or member of the crew knew of the placing of the opium on board.

Mr. Davidson: I must protest against that. In that direction I must say that there is no evidence.

Proceeding, Mr. Hazlerigg said the first point was that sacks used for the opium were found in the engine room. The second point was that the place of concealment was a very difficult one to find.

CRIMINAL SESSIONS.

(BEFORE THE CHIEF JUSTICE (SIR WILLIAM JESSE DAVIES).)

A KIDNAPPING CASE.

A Chinese named Chan Sau, and his wife Lai Fo Mui, were indicted for kidnapping a little boy at Yau-mat on the 24th April.

Mr. H. K. Holmes prosecuted on behalf of the Crown. He stated that the child lived with its parents at No. 206A, Canton Road, Yau-mat. The two prisoners lived in the same house. On the morning of the 24th April the child was playing in the street with other children. The woman and her husband were there, and she bought the children five cents' worth of plums. A little girl who was playing with them, and lived in the same house, she sent for some beef. When the child returned the two defendants and the little boy had disappeared. This was the last seen of the three, until, on information received, the police went to a small restaurant at West Point. Here they found the man sitting down, and a few yards away the woman was lying on the bed with the child by her side. The prisoners were arrested by a European sergeant. The latter took them to Yau-mat, and they boarded a tram-car for the purpose. On the way, close to the Central Market, the man jumped off the car and ran away. The sergeant gave chase, and the prisoner was stopped by a Chinese detective in Bonham Strand. Charged at the Yau-mat Police Station, the man said: "I wished to keep him as my son. I did not intend to kidnap him. The woman also made a statement, to the effect that she did kidnap the boy because she wanted to keep him as her son. She had no idea of selling him."

At the Magistracy both made different statements. The man said he had no intention of kidnapping or selling the child, and he meant to take him back to his parents. The woman said she often took the child for walks, and once she took him away for as long as ten days. Nothing was said or done then.

Evidence was then called in support of the Crown Solicitor's statement.

The male prisoner denied knowing anything about the affair. He alleged that he was at Canton part of the time the little boy was said to be away, and he only returned on April 20th. That evening he and his wife went to the West Point restaurant to sit down, before taking the boy home.

The woman vehemently asserted that her husband knew nothing of the affair. She added that she had no intention of keeping the little boy. The whole prosecution was, according to her, a malicious one, inspired by the parents to get her and her husband put into gaol. "I never dreamed the woman had so much evil in her," prisoner added.

The Jury brought in a verdict of guilty.

His Lordship, addressing Lai Fo Mui, said: "You have done all you can to get your husband out of trouble."

"But you," his Lordship continued, turning to the man, "you are a coward. Without saying a word for your wife, you have allowed her to take all the blame for a crime in which you were equally guilty. If I thought I were justified I should make yours the more severe sentence of the two. As it is, you will both go to prison for three years, with hard labour."

ASSAULT AND HOUSEBREAKING.

The previous day's case in which Ling King and Chang Sing Piau were indicted for assault and housebreaking in Sookunpo Valley, was concluded. Ling King was sentenced to two years' hard labour on each charge, and Chang Sing Piau was discharged.

one that could not be found until after half an hour's search. The third point was that the parcel of opium must have been bulky, and his fourth was that it took something like half an hour to conceal it. The idea of somebody bringing the opium on board, taking it to the engine room and concealing it—a task which took half an hour—without anybody noticing it appeared to his mind unreasonable. Some member of the crew must have known about it.

Regarding the penalty Mr. Hazlerigg said that his Worship must consider what precautions were taken before the sailing of the ship. There was only one other point Mr. Davidson had referred to in which he suggested that the Revenue Officers should seize that opium before it got on to the ship. The Revenue Officers worked in conjunction with informers and if this was done, and the ship's officers informed that opium was going to be taken on board there would be a leakage of information and in all probability the search would be useless.

The Magistrate said that he would consider his decision and the case was adjourned.

THE SWEEPSTAKE DISPUTE.

CONTINUED AT THE CHINESE CLUB.

The arbitration at the Chinese Club in connection with the dispute over the winning ticket in the Chinese Club Sweepstake on the result of the Hongkong Derby, was continued yesterday evening. The rival claimants are Chik Soong Sing, and Mrs. Violet Chan. The former is represented by Mr. C. G. Alabaster, K.C., and the latter by Mr. Elseley Zeitlyn.

Mr. Alabaster, it will be remembered, commenced to address the court yesterday.

Before Mr. Alabaster continued his address, the Chairman, at the request of the Committee, announced that in future, any person who was not actually connected with the case, would not be admitted to the proceedings, unless they had special permission from the Committee of the Club. The rule would not be enforced that night, but would be to-day.

Mr. Alabaster then went on with his case, dealing chiefly with telegrams and correspondence.

The first witness called was Mr. Phillip Wallace Goldring, the Shanghai solicitor upon whom Chik Soong Sing called after hearing that his ticket, which he had allowed to pass out of his hands, had won the sweep.

Mr. Goldring told the Court that Chik Soong Sing came to him late at night on the 2nd March. He was extremely excited about Ticket No. 3003, which he told witness was the winning number in the Chinese Club Sweepstake at Hongkong. He added that he had already handed his ticket, under a misapprehension, to Mr. Quinn, and was unable to find him. Witness told him to come the next day. He later had an interview with Mr. Quinn, when the latter said that the only ticket he had from Chik was 3070, which he produced. Witness communicated with Messrs. Lyson and Hall at Hongkong instructing them to get payment of the prize money stopped.

Mr. Zeitlyn, cross-examining the witness, referred to his interview at the office with Quinn. He asked:

"When you told Mr. Quinn what you were instructed to tell him, what was his demeanour?"

He was very angry, and in a very bad temper. What I would call aggressive, in fact.

And if you had not been so impressive he would have punched your head. He was very indignant, was he not?

Not indignant—aggressive.

Did he say it was a "damned lie"?

He said he was going to sue Mr. Chik and me for slander.

Did he say it was a "damned lie"?

I really don't remember.

As a solicitor (continued Mr. Zeitlyn), you know something of the shady side of business?

Well, we all do.

When you saw the name on the ticket and it appeared to you to have been in fresh ink. ("And with a different number," interposed witness) . . . and with a different number, continued Mr. Zeitlyn, you, with your professional experience of the shady side of life, thought it was a swindle?

Witness replied: Very reluctantly I concluded it was a "ramp."

Further cross-examined, witness said Mr. Quinn's name on Ticket 3070 had, in his opinion, been written in within an hour of its being brought to him by Quinn at the Shanghai interview.

Chik Soong Sing, the first claimant, then gave evidence of buying the ticket. He added that he was business manager of the China Specie Bank at Shanghai.

The Court rose at a quarter to eleven and the case will be continued at six o'clock this evening.

We understand that an action for libel in connection with the above dispute has been entered by Sydney Ng Quinn (otherwise Ng See Ho) manager of the General Exchange Co., Ltd., of 10, Ice House Street, against Chik Soong Sing.

V.R.C. SWIMMING FETE.

The first night swimming fete at the Victoria Recreation Club is advertised to be held on Friday, June 1st. Swimming will take place early in the evening, and dancing will follow. The Brunswick Studio Dance Orchestra will be in attendance, and there will be swimming events open to ladies, boys, and girls. All entries must be in to the Secretary (Mr. R. C. Witchell) by to-night (May 30th).

Attention is drawn to the fact that in future the Club swimming bath will be open to ladies, boys, and girls, and to the Army and Navy on certain days of the week. Particulars of hours and other details are given in the advertisement appearing in another column.

CALIFORNIAN VEGETABLES

Sugar Corn	...	No. 2	Size	per tin	50
Succotash	...	" 2	"	"	70
Sauerkraut	...	" 2	"	"	60
Parsnips	...	" 2	"	"	50
Turnips	...	" 2	"	"	50
Celery en Branch	...	" 2	"	"	1.35
Cabbage	...	" 2 1/2	"	"	45
Carrots	...	" 2	"	"	45
Brussel Sprouts	...	" 2	"	"	55
Lima Beans	...	" 2	"	"	85
Runner Beans	...	" 2	"	"	45
Beetroots	...	" 2	"	"	50
American Artichokes	...	" 2	"	"	55
French Artichokes	...	" 1	"	"	1.60
Marrowfat Peas	...	" 2	"	"	65
Pimientos	...	" 3	"	"	40
S. & W. Asparagus	...	" 2 1/2	"	"	1.15

LANE, CRAWFORD, LTD.

CAFÉ WISEMAN

BAKERS, CONFECTIONERS

PASTRY COOKS

AND

CATERERS.

All Bread, Cakes and Pastry are made at our Daylight Bakery under expert European supervision.

LANE, CRAWFORD, LTD.

NEW COLUMBIA RECORDS

AFTER EVERY PARTY ...	WALTZ	SNAKES HIPS ...	Fox-Trot
RED MOON ...	"	FAREWELL BLUES ...	"
WONDERFUL ONE ...	"	BAMBALINA ...	"
APPLE SAUCE ...	Fox-Trot	ARGENTINE ...	"
CRYING FOR YOU ...	"	LA MOINE ...	TANGO
WHO'S BOSS? NOW?	"	SPANISH MOON ...	"

AT
ANDERSON'S
2, QUEEN'S BUILDINGS. TEL. C. 1322.

Powell
(TELEPHONE C. 346.)

SPECIAL OFFER

LADIES' SHOES.

For 3 DAYS ONLY

WE ARE OFFERING THE WHOLE OF OUR STOCK OF LADIES' SHOES AT A

DISCOUNT of 10 %

MONDAY — TUESDAY — WEDNESDAY
May 28th May 29th May 30th

NOTE THE DATES—POSITIVELY FOR THESE 3 DAYS ONLY.

NEW ADVERTISEMENTS

BANK HOLIDAY

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on SATURDAY, 31st JUNE, 1923.
Hongkong, 29th May, 1923. [899]

NOTICE

HONGKONG & CHINA GAS CO., LTD.

A Number of April Receipt Forms have been stolen from the Company's Kowloon Office. The Stolen Forms are being reproduced on YELLOW Paper and Kowloon Customers are therefore requested to accept only such Forms in connection with April Accounts, for May and onwards, the usual White Paper will be reintroduced.
GEORGE CURRY, Local Secretary.
29th May, 1923. [891]

VICTORIA RECREATION CLUB

THE Committee of the VICTORIA RECREATION CLUB are pleased to open the CLUB PATH for the Use of the Ladies of the Colony, Boys and Navy and Army on the following Days and Times—

LADIES—

MONDAY 10.30 to 4 P.M.
WEDNESDAY 10.30 to 4 P.M.
FRIDAY 10.30 to 4 P.M.

SERVICES (Navy and Army)—

TUESDAY and THURSDAY—10.30 to 4.30 P.M.

BOYS—

TUESDAY, THURSDAY and SATURDAY (except Public Holidays) from 8 to 10 A.M.

The number of boys will be limited to 50, and Tickets must be obtained on the 1st, 2nd or 3rd of each month.

THE NIGHT FEET will be held on FRIDAY, the 1st JUNE, 1923, commencing at 9 P.M. The Brunswick Studio Dance Orchestra will be in attendance.
Admission—\$1.00. Reserved Seats—\$2.00.
Members, Sailors and Soldiers—Half Price.
[891]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

PAYMENT OF INTERIM DIVIDEND ON SHARES FOR THE YEAR ENDING 30TH JUNE, 1923.

THE Board having declared an INTERIM DIVIDEND of One Shilling and Six Pence per Share free of Income Tax, for the Year ending 30TH JUNE, 1923, Holders of Bearer Shares and Holders of Dividend Warrants received from London on account of Registered Shares, will be paid their Dividends on presenting No. 22 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin—

THE HONGKONG & SHANGHAI BANKING CORPORATION.
THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
THE RUSSO-ASIATIC BANK.
THE BANQUE DE L'INDO-CHINE.

The Payments will be made in either Dollars or Taels, as the Holder may wish, at the buying rate of Exchange of the Day.
GENERAL MANAGER,
KAILAN MINING ADMINISTRATION. [888]

P. & O. S. N. CO.

STEAMERS FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Balavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship "SOUDAN," Captain R. M. Collyer, R.N.R., carrying His Majesty's Mails will be despatched from this Port on or about TUESDAY, 31st JUNE, 1923, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.
Parcels will be received at this Office until Noon, the day before sailing. The contents and value of all packages are required.
For further particulars apply to—
MACKINNON, MACKENZIE & CO., Agents.
[892]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship

"MONADNOCK"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 4th June, 1923, will be subject to rent.
All Claims against the steamer must be presented to the Undersigned on or before 11th June, 1923, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th June, 1923, at 9.30 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.
Hongkong, 29th May, 1923. [883]

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB

NOTICE

IT is proposed to hold "HONGKONG" DOUBLES TENNIS TOURNAMENT during the Summer Months. Entries Close on the 15th JUNE. Full particulars will be found on the Notice Board in the Pavilion. [890]

JUTLAND DAY BALL

OWING to the excessive heat it has been decided to POSTPONE the BALL in aid of Navy League Endowment Fund until the Autumn.
All purchasers of Tickets will have their money returned on application.
L. M. WHYTE, Hon. Secretary & Treasurer.
NAVY LEAGUE—HONGKONG BRANCH.
[871]

HONGKONG HIDE & LEATHER CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG HIDE & LEATHER CO., LTD., will be held at 67/69, Des Vaux Road Central, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 30TH DAY OF MAY, 1923, at 12 Noon, when the Sub-joined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 14th day of May, 1923, will be submitted for confirmation as a Special Resolution namely—

A. That 51,658 of the unissued shares of \$10.00 be divided into 129,140 shares of \$1.00 each.
B. That the Capital of the Company be divided into two classes of shares namely 48,344 ordinary "A" shares of \$10.00 each and 129,140 ordinary "B" shares of \$1.00 each and that the provisions following in regard thereto have effect, that is to say—

(1) The ordinary "A" shares aforesaid shall be those shares which are numbered 1 to 43,343 inclusive and one additional \$10.00 share which if and when issued shall be numbered 43,344.
(2) The ordinary "B" shares aforesaid shall be those unissued shares of \$1.00 each which will, when issued be numbered 48,345 to 177,495 inclusive.

(3) The said ordinary "B" shares shall as from the date of or dates of issue fully paid rank equally with the said ordinary "A" shares as regards dividend, transmissibility, conference or rights to vote and distribution of assets in the event of winding up.

(4) If the Company shall be wound up the surplus assets shall be distributed as nearly as may be among the members in proportion to the number of shares held by them at the commencement of the winding up. But this clause is to be without prejudice to the rights of the holders of shares issued upon special terms and conditions.
C. That the Articles of Association be amended by the deletion of clauses 107 and 128 thereof.
D. To consider the election of and to elect further Director or Directors.
By Order of the Board,
F. PEPPERELL, Acting Secretary.
[845]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., Pedder Street, Victoria, in the Colony of Hongkong, on THURSDAY, the 14TH DAY OF JUNE, 1923, at 11.30 o'clock in the Forenoon, when the Sub-joined Resolutions which were passed at the Extraordinary General Meeting of the Company held on Friday, the 25th day of May, 1923, will be submitted for confirmation as Special Resolutions—

1. That each of the existing 50,000 Fully Paid Up Shares of \$100 each constituting the Company's present Capital of \$5,000,000 be divided into Four Fully Paid Up Shares of \$25 each so as to make such Capital of \$5,000,000 consist of 200,000 Fully Paid Up Shares of \$25 each.

2. That after the division aforesaid, the Capital of the Company be increased from 15,000,000 consisting as aforesaid, to \$10,000,000 divided into 400,000 shares of \$25 each by the creation of 200,000 New Shares of \$25 each—40,000 of such New Shares to be issued and allotted in accordance with clause eight of the Conditional Agreement for the amalgamation with this Company of the Hongkong Central Estate, Limited, duly approved at an Extraordinary General Meeting of the Company held on Thursday, the 3rd day of May, 1923, and the balance thereof to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.
Dated this 28th day of May, 1923.
By Order of the Board,
L. S. GREENHILL, Secretary.
[862]

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTY-SECOND ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. JARDINE, MATHESON & Co., Ltd., Pedder Street, Hongkong, on THURSDAY, 14th JUNE, 1923, at 11.30 for the purpose of receiving the Report of the Directors, passing the Accounts and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be Close from the 1st June to 28th June Both Days inclusive.
By Order of the Board,
JARDINE, MATHESON & CO., LTD., General Managers.
Hongkong, 28th May, 1923. [887]

INTIMATIONS

OLD BEDFORDIANS DINNER.

IT is proposed to hold a DINNER. Shortly. Date to be notified later, and I shall be glad if all Old Bedfordians in Hongkong will send me their names, stating at the same time their Home and which years they were at the School.
E. J. B. MITCHELL,
c/o BRADLEY & CO., LTD.
[884]

THE HONGKONG JOCKEY CLUB.

THE THIRD GYMKHANA MEETING will be held (Weather Permitting) at HARRY VALLEY on SATURDAY, JUNE 2ND, commencing 3.30 P.M. The Charge for Admission to the Public Enclosure will be \$1.00. Soldiers and Sailors in Uniform, Half Price. Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.
Each Member has the right of introducing 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINDSEY & DAVIS at \$5.00 each up to Friday, June 1st.
The Stewards invite the Ladies of Hongkong to be present. [854]

THE HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 8, Des Vaux Road. Telephone No. C. 4306.

BUYERS of HONGKONG CONSTRUCTIONS, HONGKONG REALTIES, HONGKONG TRANSPORTS, STAR FERRIES, WATSON'S, YANGTZE INSURANCE, COLONIAL DISPENSARIES, H. & S. BANKS, 20 M. Y. SAN & COMPANY, [697]

PARTICULARS OF VALUABLE LEASEHOLD PROPERTY

No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee By PUBLIC AUCTION, IN ONE LOT On THURSDAY, The 14TH DAY OF JUNE, 1923, at 3 O'CLOCK P.M.

Messrs. LAMBERT BROTHERS, Auctioneers, AT THEIR OFFICE, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situated in or upon the said premises at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from Messrs. HASTINGS & BASTINGS, Solicitors, 8, Des Vaux Road Central, and Messrs. LAMBERT BROTHERS, Auctioneers, [1387]

PEAK TRAMWAYS CO., LIMITED.

TIME-TABLE

WEEK DAYS.
7.00 a.m. to 7.10 a.m. every 15 minutes Stop
7.30 " " 8.00 " " 10 " " Stop
8.00 " " 8.30 " " 10 " " Stop
8.30 " " 8.47 " " 10 " " Stop
8.47 " " 8.54 " " 10 " " Stop
8.54 " " 9.04 " " 10 " " Stop
9.04 " " 9.11 " " 10 " " Stop
9.11 " " 9.20 " " 10 " " Stop
9.20 " " 9.30 " " 10 " " Stop
9.30 a.m. to 11.00 p.m. every 10 minutes Stop
11.30 " " 12.30 p.m. " 15 " " Stop
12.40 " " 12.47 " " 10 " " Stop
12.47 " " 12.57 " " 10 " " Stop
12.57 " " 1.04 " " 10 " " Stop
1.04 " " 1.13 " " 10 " " Stop
1.13 " " 1.20 " " 10 " " Stop
1.20 p.m. to 4.00 p.m. every 10 minutes Stop
4.00 " " 4.30 " " 15 " " Stop
4.30 " " 4.37 " " 10 " " Stop
4.37 " " 4.47 " " 10 " " Stop
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7.47 " " 7.54 " " 10 " " Stop
7.54 " " 8.03 " " 10 " " Stop
8.03 " " 8.10 " " 10 " " Stop
SUNDAYS:
7.00 a.m. to 7.10 a.m. every 15 minutes
7.30 " " 8.00 " " 10 " " Stop
8.30 " " 9.00 p.m. " 15 " " Stop
11.15 " " 11.45 " " 15 " " Stop
12.00 " " 1.00 p.m. " 10 " " Stop
1.00 p.m. to 2.30 p.m. " 15 " " Stop
2.30 " " 4.30 " " 10 " " Stop
4.30 " " 5.30 " " 15 " " Stop
5.30 " " 6.30 " " 10 " " Stop
6.40 " " 6.47 " " 10 " " Stop
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6.57 " " 7.04 " " 10 " " Stop
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7.47 " " 7.54 " " 10 " " Stop
7.54 " " 8.03 " " 10 " " Stop
8.03 " " 8.10 " " 10 " " Stop

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The Daily Press.

HONGKONG, MAY 31TH, 1923.

THE TRANS-PACIFIC MAILS.

In the letter we published yesterday from our London Correspondent there was a note relating to the annoyance caused to business firms on both sides of the Atlantic by the delays and uncertainties experienced in respect of the mail service across the Atlantic. Our Correspondent wrote of it as being, of course, a matter affecting interests in the Far East using the postal route across America. In point of fact, business firms in the Far East are doubly affected on the Pacific as well as on the Atlantic. In case the note to which we refer escaped the notice it deserves, we reproduce the material part of it—

"It seems that a system of boycotting ships is going on by the postal authorities on both sides. The explanation given in London is that ever since the war the American Post Office has discriminated in favour of American ships with the result that the mail service has suffered. By way of illustration, it is stated that a few weeks ago the Olympic, which is tabbed to do the journey from New York to Southampton in six days, sailed with scarcely any mails because an American ship was due to sail the following day. The American ship carried the mails, but took nine days to make the passage, as compared with the six of the British vessel, and the total delay was obviously four days. Sometimes the American postal authorities hold back the mails for a couple of days in order to send them by an American ship.
On this side the British authorities are retaliating by avoiding American liners for the mail service from England. This is done as a protest against American discrimination. But there is, in addition, the perfectly good reason that the British ships are faster. In the result, mails are delayed, with consequent dissatisfaction among business people.
This discrimination on the part of the American postal authorities extends, of course, to the transmission of mails across the Pacific. We understand that the United States mail service is instructed to route only such mail by

BIG HAUL OF OPIUM.

SEIZURE ON ANOTHER INDO-CHINA STEAMER.

Chief Preventive Officer Clark and a staff of Chinese Revenue Officers boarded the s.s. *Kam Sang* on Monday night and seized in the stockhold over 7,000 taels of prepared opium, valued at about \$85,000. When the Revenue Officers boarded the vessel, which was lying in Hung Hom Bay, waiting to go into Dock, the opium was found tied up in sacks ready for moving. The raid was unexpected, and at the time the opium was not concealed in any way. It was lying on the floor of the stockhold. We understand that a number of the Chinese crew have been arrested in connection with the seizure.

The s.s. *Kam Sang* has just returned from the Philippines for extensive repairs caused by her recent grounding off the North West of the Philippines Islands.

THE MAN WITH THE REVOLVER.

SEQUEL TO THE TROUBLE AT SINCERE'S ROOF GARDEN.

Wong Yip, who created a disturbance on the Sincere Company's roof garden on Sunday night by producing a revolver, and firing one shot into the air, was brought before Mr. Lindell, yesterday morning and charged with the offence.

One of the witnesses for the prosecution said that the defendant and three others rushed the lift and refused to purchase tickets. When stopped by the lift-boy, the defendant said "Do you know who I am?" He then produced a revolver and showed it to the witness, using words which the interpreter rendered as "This is the proof."

The Magistrate: I think the more appropriate word is "authority."

Mr. T. H. King, Deputy Superintendent of Police, suggested that "recommendation" would be a better word.

The case was afterwards adjourned till this morning, the defendant being allowed out on bail of \$100.

WHISKY POKER OR BRAG?

The Chinese are taking to poker we understand, as Europeans are taking to mahjong and when Sergt. Elton gave evidence in a street gambling case heard before Mr. Lindell at the Magistrate's, yesterday, he said the two youthful defendants were playing *poir pai*.

Mr. Lindell evinced a special interest in the case straight away and asked "Do you spell it 'poir' or 'pai' and the second word is it 'pai' or 'pai'?" After being informed on this point his Worship asked for a description of the game and the Sergeant said it was a cross between whisky poker and brag.

Another gentleman in Court volunteered the information that it was more common, known as "stud poker." The youthful gamblers were fined \$9 with the alternative of 5 days' imprisonment.

MOTOR-CAR COLLISION.

BOY INJURED AND CAR DAMAGED.

In trying to avoid knocking-down a boy on the Praya East on Monday motor-car No. 352, owned and driven by Mr. G. A. Harriman, crashed into a pile of timber at the side of the road. Mr. Harriman's efforts to avoid the boy proved unsuccessful as the boy was knocked down and injured about the face and right arm. He was later removed to the Government Civil Hospital. The car, in crashing into the pile of timber, was not badly damaged, only one of the side lights being knocked out of place.

TAIKOO LABOUR TROUBLES.

MORE MEN AT WORK.

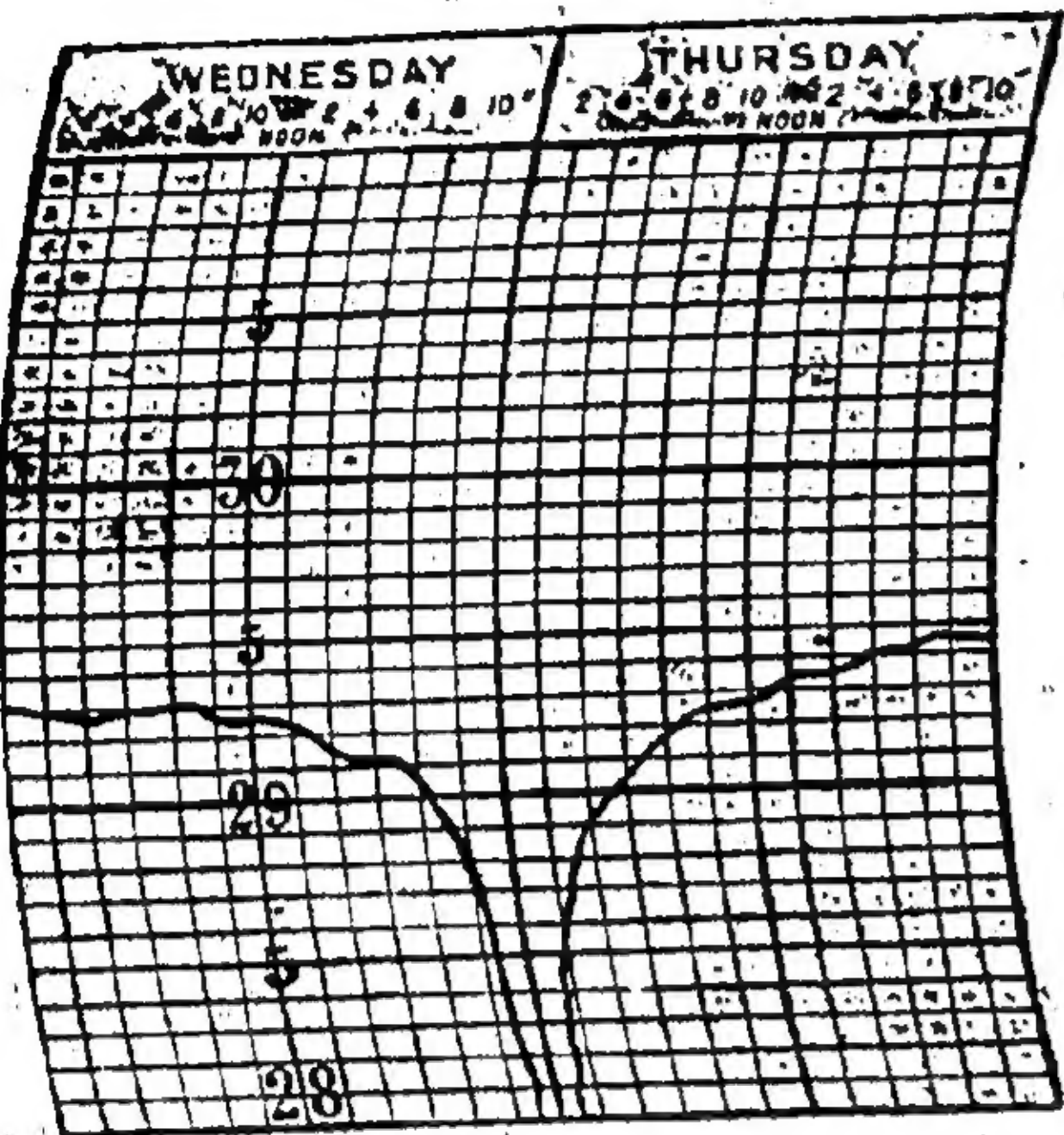
The situation with regard to the strike at the Taikoo Sugar Refinery is, we are informed, much easier and the outlook is hopeful. The trouble is not spreading; in fact more men were at work yesterday than on the previous day. It is anticipated that the trouble will soon be settled.

A carpenter, named Chan Chum, employed on the s.s. *Tai Shan*, was yesterday morning sentenced to four months' imprisonment by Mr. J. E. Wood for unlawfully having in his possession 36 taels of raw opium on board the vessel. A further four months' imprisonment was meted out to him for having in his possession 1,500 rounds of revolver ammunition. The contraband was found in the carpenter's room of the ship.

it. He interprets for us the fact and mystery of China. He li Chinese; above all, the Chinese Ind to have charmed.

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SOLE AGENTS.

NATIONALITY OF WIVES.
POSITION ALTERED BY RECENT
EVENTS.

A correspondent writes to the Times as follows:—

By the law of this country as it stands today, a woman on her marriage compulsorily acquires the nationality of her husband. A British woman by the act of marriage with an alien loses her British nationality and assumes that of her husband. An alien woman, on marrying a British subject, acquires British nationality.

The history of the law on this subject is interesting. By the common law of England the nationality of a woman was not affected by her marriage. If a British woman married an alien she remained British. If an alien woman married a British subject she remained an alien. In 1844 an Act was passed providing that an alien woman on marrying a British subject should become a British subject. There was no provision in that Act for the loss of British nationality by a British woman upon marriage with an alien. Such a provision first occurs in the Naturalisation Act of 1870, and was continued in the Naturalisation Act of 1914.

The debates in Parliament on the discussion of the Act of 1870 show that, at that time, apart from questions of rights of property, nationality was regarded as a matter of sentiment. Inasmuch as the Act of 1870 enabled an alien to hold land in this country, the loss of British nationality by a British woman on marriage with an alien was not regarded as a matter of serious importance. There was little or no indication of opinion that the high privilege of British nationality should be carefully guarded for reasons wholly apart from property.

NEW DIFFICULTIES.

The whole position has been profoundly altered by recent events. The worldwide war has brought to light the real significance of nationality, and the kindred topic of allegiance. It is clear that the recognition of the rights and status of women has, in the last few years, undergone a great development. I need only point to the recent grant of the franchise to women, the recent legislation for equalising the civil rights of men and women, and the modern views as to the rights and duties of women in the State. Grave objections to the existing law have emerged into prominence.

Take the case of the British woman who marries an alien. She loses all her civil rights as a British citizen, and the principle of equality of the sexes is violated. She loses the franchise. She loses her right to employment in the Civil Service, for by an Act of 1918 no alien can be a Civil servant. She loses her right to diplomatic protection by the British Government when abroad. Again, in time of war, she becomes subject to many restrictions and humiliations consequent on being an alien; and, if married to an enemy alien, she is liable to lose her property.

Take the case of an alien woman who marries a British subject. She obtains all the privileges of British nationality without complying with any of the conditions as to residence, character, or otherwise which are required on naturalisation. However undesirable she may prove, she cannot be deported as an undesirable alien. Moreover, in war time, she is not subject to any of the restrictions imposed on aliens. During the late war she could not be interned, unless under the exceptional conditions provided for by Regulation 14B of the Defence of the Realm Regulations. There were cases during the war in which German women, spies and other objectionable characters, went through a form of marriage with British subjects of small repute in order to carry on their activities undisturbed.

The case for an alteration of the law has been greatly strengthened by the passage of an Act in the United States on September 22nd last (Public No. 346, 67th Congress), by which, on the one hand, a woman citizen of the United States does not automatically lose her United States nationality by marriage with an alien, and, on the other hand, an alien woman does not automatically acquire United States nationality by marriage with an American citizen. During the debates in the House of Representatives it was strongly urged that the introduction of woman suffrage had made it necessary that a woman's citizenship should be determined by her own qualifications, and not by the qualifications of her husband. The opposition to the Bill was slight, and eventually it was carried by 205 votes to 9.

There are no doubt objections felt in some quarters in this country to the suggested alteration of the law, founded on possible friction in the family, difficulties arising from the laws of foreign countries, and other reasons. But the alteration is supported by representatives of all parties in the House of Commons, and by all the organised women's societies throughout the country. The House of Commons on March 6th approved the appointment of a Joint Select Committee of Lords and Commons to investigate the subject.

ROYAL ACADEMY ROMANCE.

FIRST OIL WORK BY A WOMAN,
OF 71.

There will be at least one outstanding picture at this year's exhibition of the Royal Academy, says a London paper. It is a little seascape by Mrs. H. O. Barnett, who is 71, and began painting in oils less than three months ago. Mrs. Barnett is the widow of the late Canon S. A. Barnett, of Torrance Hall, Whitechapel, and the Hampstead Garden Suburb. Her interests have ranged over such subjects as art, teaching, garden suburbs, plays, pageants, and Poor Law. She has published books on subjects so diverse as "How to mind the baby" and "The place of women in philanthropy," and now she has taken to painting in oils.

She is now in the country, but her secretary explained how the Academy picture came to be painted.

"It is a simple little thing—just a seascape with a ship, and is quite imaginary. Mrs. Barnett has painted in water colours and gouache for sketching for quite a long time, but it was only in February that she thought she would like to work in oils, and this picture is one of the very first she has painted."

"It did not take long, for she works very quickly, and when the picture was finished her friends advised her to send it to the Academy."

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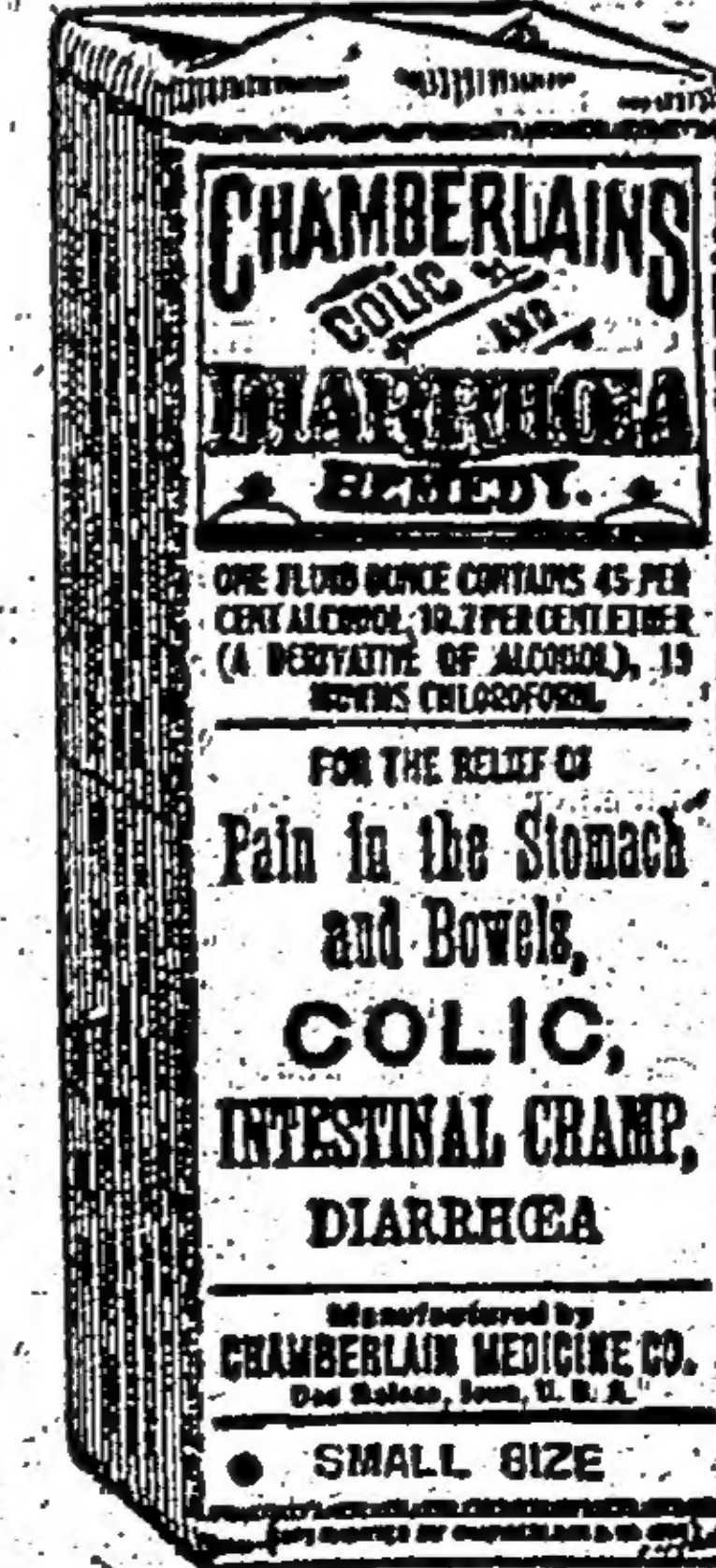
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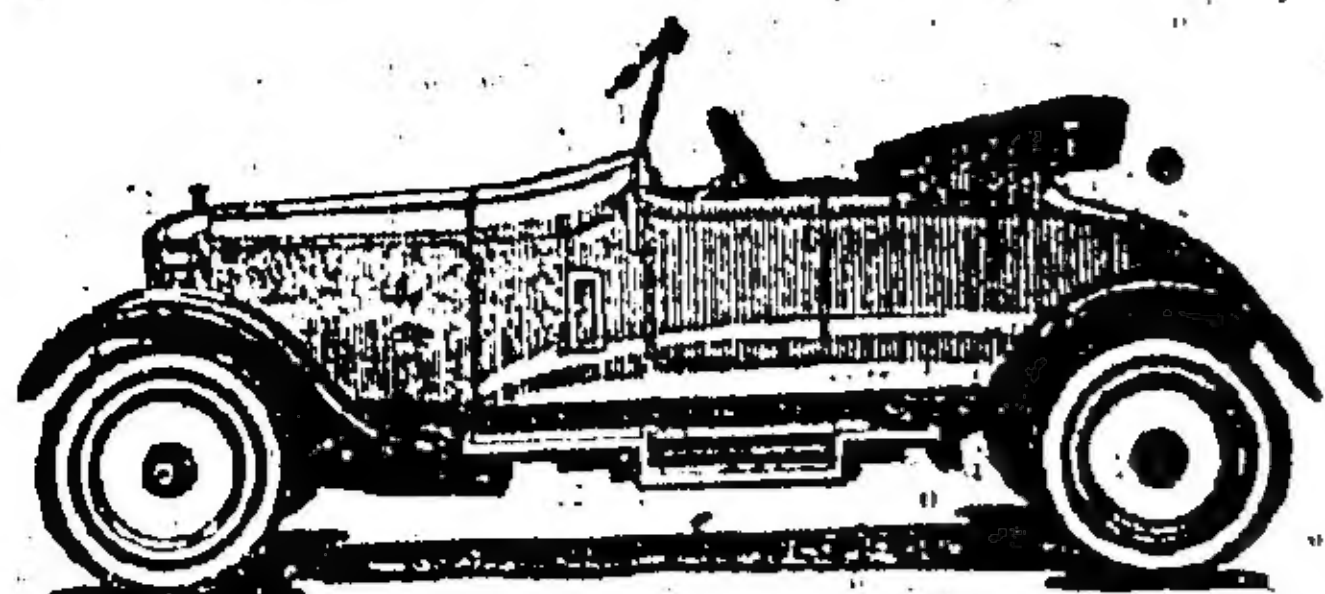
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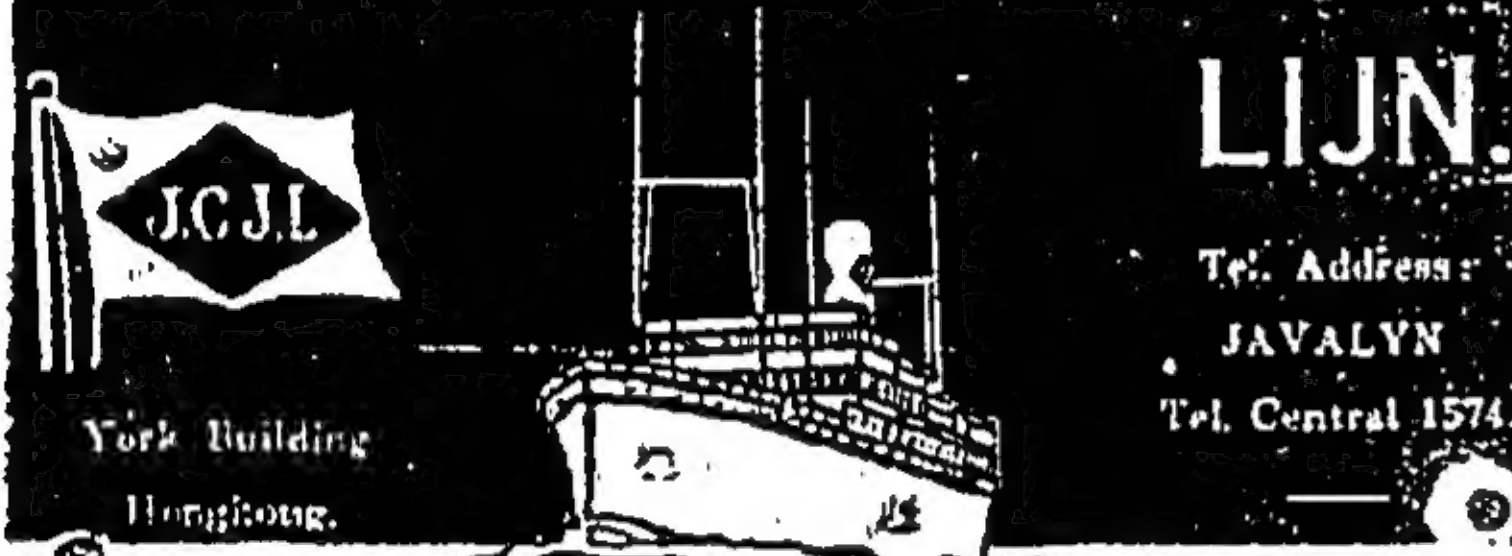
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FREEMASONRY.

GRAND LODGE: DUKE OF YORK AS S.G.W.

The Duke of Connaught, Grand Master, presided at the Annual Festival of the United Grand Lodge of England, held on April 25th at Freemasons' Hall and was supported by Lord Amphil, Pro Grand Master; Sir Frederick Halsey, Deputy Grand Master; the Prince of Wales, Senior Grand Warden; Lieutenant-Colonel Viscount Maitland, P.O.W., Acting Junior Grand Warden; P. Colville Smith, Grand Secretary; and a large number of Provincial Grand Masters, Grand Officers, and other members.

The Duke of Connaught was installed Grand Master for the 23rd year in succession. His Royal Highness reappointed Lord Amphil as Pro Grand Master, and Sir Frederick Halsey as Deputy Grand Master. In announcing the appointment of the Duke of York as Senior Grand Warden, the Grand Master said he was happy that the connection between his family and Freemasonry was thus continued. His Royal Highness had asked him to express his deep regret at not being present.

The Lord Chief Justice (Lord Hewart) was appointed Junior Grand Warden. Before closing Grand Lodge, the Duke of Connaught said he was pleased to see the progress of Freemasonry in its increased numbers, and in its efficiency, interest, and enthusiasm. In referring to the Masonic Million Memorial Fund, he said he hoped he would be spared long enough to see all those entitled to attend Grand Lodge be able to take their place in it; he assured them of his everlasting interest in everything connected with Freemasonry.

MR. HARDING ON THE LEAGUE.

"EXPEDIENCY AND NATIONAL SELFISHNESS."

In a striking and significant speech at New York, on April 24th, at the annual luncheon of the Associated Press, President Harding spoke strongly against the United States joining the League of Nations. His speech was taken by many of the editors present as a challenge to both League partisans and Senate irreconcilables.

In compliance with its pledges," said Mr. Harding, "the Administration which came into power in March, 1921, definitely and decisively put aside all thought of the United States entering the League of Nations. It does not propose to enter now by side door, back door, or cellar door."

Defending his proposal that the United States should enter the World Court, he said of the Court and of the League: "The one is a judicial tribunal, to be governed by fixed and definite principles of law administered without passion or prejudice; the other is an association of diplomats and politicians whose determinations are sure to be influenced by considerations of expediency and national selfishness."—Times.

GERMAN REPARATIONS. A BANKER'S SUGGESTION.

Mr. Frederick C. Goodenough (Chairman of Barclays Bank), in the course of an address before the Executive Council of the American Bankers' Association in New York on the subject of "Anglo-American Financial Cooperation," declared his belief that Britain's settlement of her debt to America would lead to agreement as to other inter-Ally debts and also to a final settlement of the reparation problem. The reparation question, at the moment, was overshadowed by the question of "Guarantees," but this, he thought, was only a passing phase, and he was reasonably confident that, before long, negotiations as to the amount to be paid, and the way in which payment was to be distributed, coupled with the question of what steps were to be taken to safeguard France in the future, would be resumed. Whatever might be the amount which had eventually to be paid by Germany, or the plan by which Germany might decide to restore her currency, credit would be required if any substantial payments in cash were to be made.

If Great Britain and America were prepared to co-operate, as a purely commercial proposition in finding, at all events, a portion of the initial sums that might be required, in such case a satisfactory arrangement as to the length of the moratorium should be a comparatively easy matter. He himself did not regard the amount likely to be required as anything very large, and, given stabilisation by Germany, adequate security could be offered. Great Britain and America, as the two great creditor countries of the world, could, by acting in co-operation upon commercial lines, carry the whole matter of reparations a long way towards a successful solution, and, at the same time, serve their own individual and common interests.

ATTITUDE OF AMERICA.

Were Great Britain and America, as a purely commercial proposition, likely to provide the necessary credit? He thought that, in certain circumstances, substantial sums would be provided by ourselves. But would America do the same? She would decide what should be her own policy, but he could not hesitatingly say that his personal opinion was that the commercial and investment interests of the United States would lead her to approach this problem from much the same point of view as Great Britain.

Reverting to our debt to America, Mr. Goodenough observed that so far, as America was not prepared to accept payment in goods or services, or gold, she would of necessity follow the experience of Great Britain and other creditor nations and accept payment in securities. He thought that America would, partly from choice and partly from force of circumstances, adopt a permanent policy of foreign investment, just as Great Britain had done in the past. In that event there would be a great community of interests between the two countries. Both would have world-wide trading and world-wide investment interests, and both would be deeply interested in furthering world peace and world prosperity.

(Continued on next column.)

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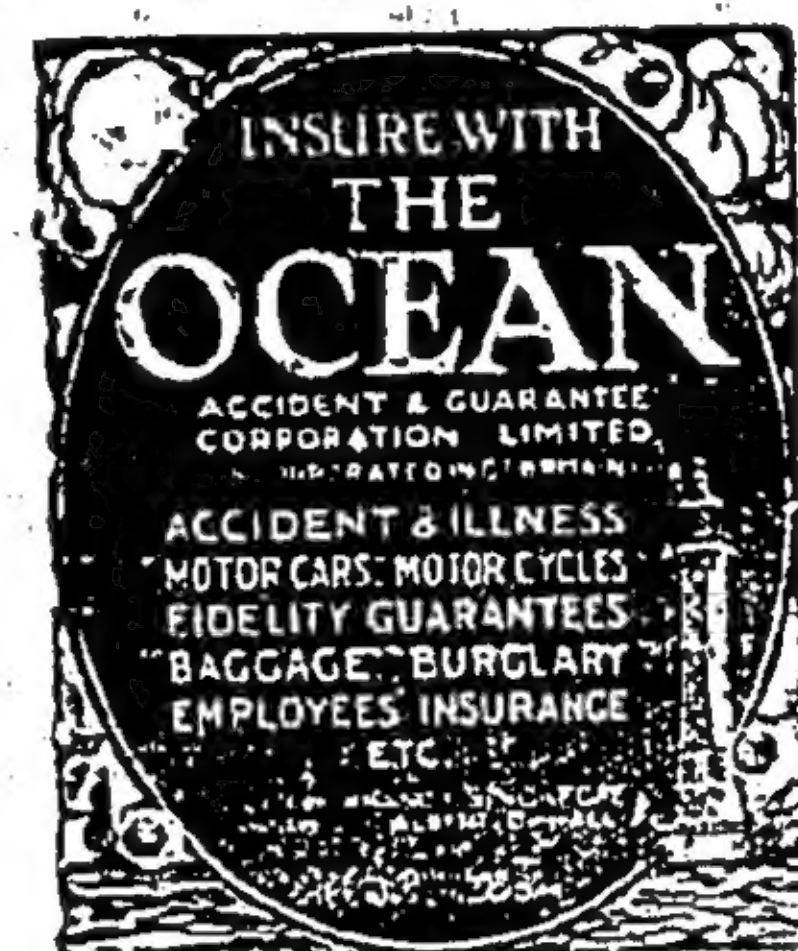
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A total of 48,941 deaths from plague were recorded in India in the six weeks ending March 31st last. The recrudescence of the plague is largely owing to the bumper harvest of 1922 and the consequent increase in the number of rats. Special steps are being taken to encourage rat destruction.

Under the Empire Settlement Act, the State of Victoria is embarking on what is described as one of the most useful schemes of Empire settlement yet proposed. During the next five years 10,000 British settlers are to be placed on the land. The cost of the plan is estimated at £2,000,000 for the current year.

But if America should not, to a greater or less degree, adopt a policy of foreign investment, it would take her many years to collect the foreign debts now due to her and to convert them from external into internal assets. In the meantime, she would still be interested in converting her foreign debts, though possibly not so strongly, and it would still be in her interests to promote prosperity in those countries which were indebted to her, and which were, as a matter of fact, at the same time indebted to Great Britain.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.
HAIPHONG via HOIHOW ... "LEESANG" ... Thursday, 31st May, 8 a.m.
STRAITS & CALCUTTA ... "HOSANG" ... Thursday, 31st May, 3 p.m.
SHANGHAI via SWATOW ... "YUSANG" ... Friday, 1st June, Noon.
MANILA ... "YUENSANG" ... Friday, 1st June, 3 p.m.
Kobe via MOJI ... "LAISANG" ... Friday, 1st June, 5 p.m.
TIENTSIN ... "CHIPSING" ... Saturday, 2nd June, Noon.
SHANGHAI via SWATOW ... "WINGSANG" ... Sunday, 3rd June, 10 a.m.

TSINGTAU via SWATOW ... "TUNGSHING" ... Tuesday, 5th June, Noon.
SHANGHAI ... "HANGSANG" ... Tuesday, 5th June, Noon.
BANGKOK via SWATOW ... "MAUSANG" ... Friday, 8th June, 3 p.m.
SANDAKAN ... "KWONGSANG" ... Tuesday, 12th June, 11 a.m.
SHANGHAI via SWATOW ... "KUTSANG" ... Tuesday, 12th June, Noon.
Kobe via SHANGHAI ... "LAISANG" ... Monday, 18th June, 3 p.m.
STRAITS & CALCUTTA ... "LAISANG" ... Monday, 18th June, 3 p.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

BANGKOK LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Hoihow when convenient.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 15,000 tons steamers, "HINABANG" and "MAUSANG", both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kedah, Jesselton, Labuan, Tawau and Lahad Datta.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihe, Wal and Cheloo.

BANGKOK LINE—A weekly service is provided between Bangkok and Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

S.S. "HOSANG" will be despatched on or about Thursday, 31st May, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

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TELEPHONE CENTRAL No. 15

GLEN AND SHIRE

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Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENARA"	4th June	"GLENAMORY"	2nd June	London, Rotterdam and Hamburg.
"GLENIFFER"	18th June	"GLENAPP"	1st July	Glasgow, London, Rotterdam and Hamburg.
"CARNARVONSHIRE"	2nd July			
"GLENBEG"	16th July			

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,
The Glen Line, Ltd., AGENTS.

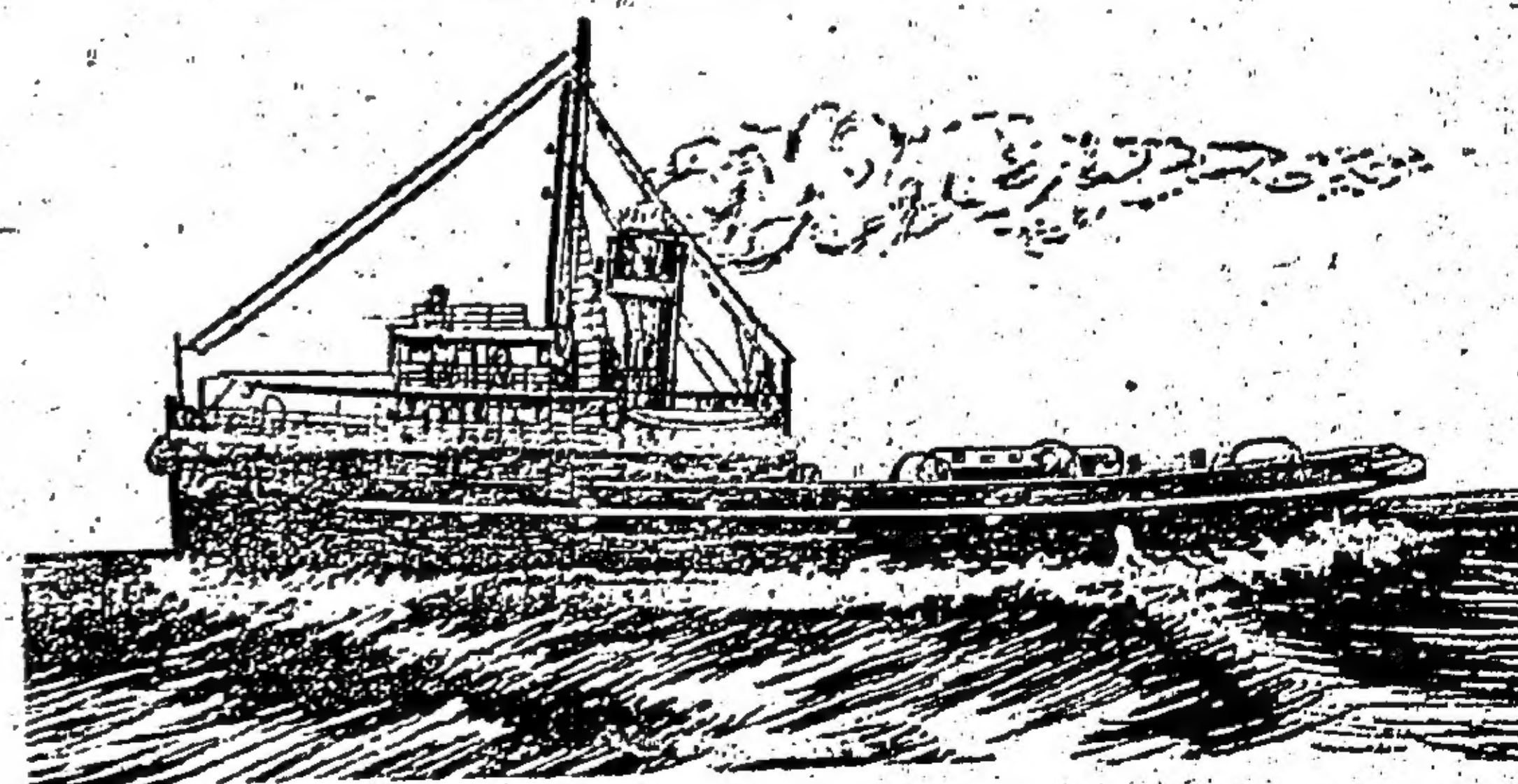
Telephone: Central No. 215 and 216 and Central 2835

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Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

May 29th.

Kyoko Maru, Japanese str., 1,820 tons, Capt. K. Kawai, from Bangkok, with a general cargo.—Y.K.K.

Koku Maru, Japanese str., 1,907 tons, Capt. Takeuchi, from Milke, with coal.—M.B.K.

Manchukuo, British str., 2,702 tons, Capt. J. H. Dickinson, from Manila, with a general cargo.—Bank Line.

Tongking, British str., 1,001 tons, Capt. J. G. Smith, from Saigon, with rice.—Yuen Shing Fat.

Tamara Maru, Japanese str., 3,579 tons, Capt. N. Wada, from Singapore, with a general cargo.—Y.K.K.

Tung Chung, Chinese str., 268 tons, Capt. Leung Kam Fook, from Fort Havelock, with a general cargo.—Shun Chong S.S. Co.

May 29th.

Alipon, British str., 3,421 tons, Capt. L. M. Gordon, R.D., R.N.R., from Miji, with a general cargo.—Mackinnon, Mackenzie & Co.

Fiume, Italian str., 3,890 tons, Capt. O. Miceli, from Singapore, with a general cargo.—Doddwell & Co.

Huachu, British str., 1,222 tons, Capt. J. S. de Wolf, from Tientsin, with a general cargo.—B. & S.

Kueyang, British str., 1,580 tons, Capt. A. Tucker, from Bangkok, with a general cargo.—B. & S.

Nippon, British str., 3,321 tons, Capt. F. Fitz Roy, from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.

Phoenicia, British str., 1,005 tons, Capt. A. W. Hall, from Saigon, with rice.—Wo Fat Shing.

Singapore, British str., from Canton.

Singapore Maru, Japanese str., 1,503 tons, Capt. G. Kawamura, from Shanghai and Swatow, with a general cargo.—Y.K.K.

Sunam, British str., 3,223 tons, Capt. A. Hope, from Cardiff and Muroran, with coal.

Yanching, British str., 1,424 tons, Capt. N. R. van Cortlandt, from Swatow, with a general cargo.—J.M. & Co.

Yu Sang, British str., 1,170 tons, Capt. Fickel, from Swatow, with a general cargo.—J.M. & Co.

CLEARANCES.

May 29th.

Abu Tai, for K. C. Wan, Japan, for Amoy.

Mahat, for Canton.

Siam, for Bangkok.

Yangtze, for Hoibow.

May 29th.

Alipon, for Singapore.

Chak Sang, for Swatow.

Fiume, for Shanghai.

Huachu, for Canton.

Kueyang, for Swatow.

Nippon, for Canton.

Phoenicia, for Canton.

Singapore, for Amoy.

Singapore Maru, for Canton.

Sunam, for Swatow.

Tamara Maru, for Shanghai.

Tung Chung, for Banka.

Yu Sang, for Canton.

PASSENGERS.

ARRIVALS.

Per P. & O. Co's s.s. *Nippon*, on May 29th: Mrs. H. Sullivan, Mr. and Mrs. P. C. Elson, Mr. and Mrs. J. V. Bray, Mrs. Butt, Miss J. Hutton, Mr. J. C. Hutton, Mr. and Mrs. R. M. Austin, Mr. J. C. Bourne, Major Phillips, Mr. and Mrs. Sanchez, Mrs. K. A. Pety, and Mr. A. W. Peeler.

Per N.Y.K. s.s. *Tamara Maru*, on May 29th: Mr. G. A. Davis, Mr. L. S. Sybs, Mr. T. D. Frayley, Mr. H. Light, Mr. H. Dougherty, Mr. A. MacCloskey, Miss H. Barnes, Mr. D. Ruppert, Miss E. Brown, Mr. and Mrs. B. Newell, Miss A. Brown, Mrs. G. S. Arkhamburgh, Mr. A. T. Smith, Mr. L. I. Goodman, Mr. A. T. Gagnamall, Mr. G. F. Tolber, Mrs. S. M. McCleary, Mr. B. R. Kalyanavala, Mr. T. I. Balani, Mr. M. Iopandis, Mr. P. B. Shroff, Mr. T. Phillips, Mr. Mascarenhas, Mr. P. B. Billimoria, Mr. A. Hotchand, and Mr. D. Allomall.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Yokohama yesterday, May 29th, at 7.30 a.m., and left at 9 p.m. She is due at Hongkong on Monday, June 4th, at 3 p.m.

The s.s. *Teiresias* (Blue Funnel) from Liverpool, left Singapore on May 26th, p.m., and is due here to-day.

The s.s. *Rhezenor* (Blue Funnel) left Liverpool on May 26th for Hongkong, Shanghai and Japan, and is due here on June 27th.

VESSELS EXPECTED.

Atsuta Maru (N.Y.K.), due June 9th.
Dancho (P. & O.), due June 1st, 4 p.m.
Banka (E. & A.), due to-day, 3 p.m.
Empress of Russia, due June 4th, 4 p.m.
Hakura Maru (N.Y.K.), due June 5th.
Hekura (Blue Funnel), due June 22nd.
Kashima Maru (N.Y.K.), due June 18th.
Portus (M.M.), due June 19th.
President Pierce, due June 10th.
Rhezenor (Blue Funnel), due June 27th.
Teiresias (Blue Funnel), due to-day.
Troilus (Blue Funnel), due June 14th.
Typhoon (Blackmore Line), due June 2nd.
Yoshio Maru (N.Y.K.), due June 20th.

WEATHER REPORT.

May 29th at 10.15.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon of unknown intensity within 120 miles of Lat. 15 deg. N. Long. 111 deg. E, stationary or very slow.

May 29th at 10.05.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon of unknown intensity within 60 miles of Lat. 15 deg. N. Long. 110 deg. E, moving N.W.

May 29th at 12.14.—Pressure is probably highest over S.W. Japan. It has increased slightly at Vladivostok, and is nearly stationary over Kwangtung, Formosa and the Philippines. It has decreased slightly at other reporting stations.

At 6 a.m. this morning the depression of typhoon appeared to be near Lat. 16 deg. N. and Long. 110 deg. E, moving N.W.

Hongkong rainfall for the 24 hours ending at 10 a.m., 29th May, 0.05 inch. Total since January 1st, 10.84 inches, against an average of 23.34 inches.

The forecast for the 24 hours ending at noon, 30th May, is as follows:—

— District Forecast.

Hongkong to Gap Rock E. winds, moderate; fine at first, some rain later.

Formosa Channel The same as No. 1.

South coast of China between Hongkong and Lamouks The same as No. 1.

South coast of China between Hongkong and Lamouks The same as No. 1.

HONGKONG TIDE TABLE.

From May 30th to June 5th, 1923.

High Water. Low Water.

Days of Week. Days of Month. H'kong Standard Time. Height. H'kong Standard Time. Height.

Wed. 30. h. m. ft. in. h. m. ft. in.

Thur. 31. h. m. ft. in. h. m. ft. in.

Fri. 1. h. m. ft. in. h. m. ft. in.

Sat. 2. h. m. ft. in. h. m. ft. in.

Sun. 3. h. m. ft. in. h. m. ft. in.

Mon. 4. h. m. ft. in. h. m. ft. in.

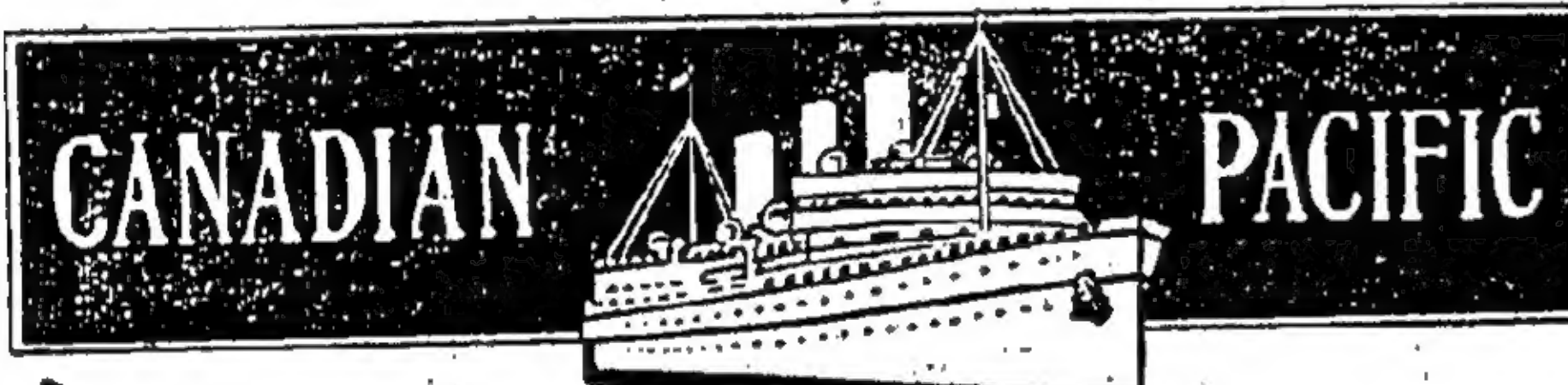
Tues. 5. h. m. ft. in. h. m. ft. in.

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BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1922.

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via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Days	From Vancouver	Days	From Montreal	Days	From Quebec	Days
Empress Canada	June 2	June 18	Empress France	June 23	June 29		
Empress Russia	June 14	July 2	Empress Scotland	July 7	July 14		
Empress Australia	June 29	July 18	Montcalm	July 27	Aug. 3		
Empress Asia	July 12	July 30	Empress Scotland	Aug. 4	Aug. 10		
Empress Canada	July 28	Aug. 13	Empress France	Aug. 18	Aug. 25		
Empress Russia	Aug. 6	Aug. 27	Empress Scotland	Sept. 1	Sept. 8		

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabin on Atlantic steamers held here and through tickets issued. Early reservation necessary.

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KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi.

s.s. "TAIKWA MARU" ... on or about 31st May.

For KEELUNG via Swatow & Amoy.

s.s. "SAIAN MARU" ... on or about 31st May.

For further particulars, please apply to—

S. MITAHAI, Agent.

No. 37, Bonham Street, West. Top Floor, King's Building.

Tel. Central No. 155. Tel. Central No. 140.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DISPATCHED
NEW YORK & PANAMA	Mayebashi Maru	Jap.	Nippon Yusen Kaisha	On 4th June
NEW YORK & BOSTON	Roman Prince	Brit.	Strathairn & Co.	About 19th June
BOSTON & NEW YORK via Suez	Strathairn	Am.	Strathairn & Co.	On 5th June
SAN FRANCISCO, &c.	Empress Russia	Brit.	Strathairn & Co.	On 1st June
VICTORIA & VANCOUVER, B.C., via SHANGHAI &c.	Shidzuoka Maru	Jap.	Nippon Yusen Kaisha	About 14th June
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Hawaii Maru	Jap.	Nippon Yusen Kaisha	On 4th June
VICTORIA, VANCOUVER & VANCOUVER	Achilles	Brit.	Butterfield & Swire	On 4th June
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress Canada	Brit.	Strathairn & Co.	On 2nd June
MARSEILLES, LONDON & ANTWERP	Nyanza	Brit.	Strathairn & Co.	On 30th May, 11 a.m.
MARSEILLES, &c.	Aggers	Brit.	Strathairn & Co.	On 25th June
MARSEILLES, &c.	Chili	Brit.	Strathairn & Co.	On 9th July
MARSEILLES, &c.	Cordillera	Brit.	Strathairn & Co.	On 11th June
MARSEILLES, &c.	Haruna Maru	Jap.	Nippon Yusen Kaisha	On 6th June
MARSEILLES, LONDON, ANTWERP & HAMBURG	City of Tokio	Brit.	The Bank Line, Ltd.	On 8th June
MARSEILLES, HAVRE, LIVERPOOL & GLASGOW	Elpenor	Brit.	Butterfield & Swire	On 1st June
LONDON, HULL, ROTTERDAM & HAMBURG	Nelus	Brit.	Butterfield & Swire	On 4th June
LONDON, HULL, ROTTERDAM & HAMBURG	Amur Maru	Jap.	Ozaka Shosen Kaisha	On 14th June
GENOA, LONDON, ROTTERDAM & HAMBURG	Glenamoy	Brit.	Jardine, Matheson & Co., Ltd.	On 20th June
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Ouderkirk	Dut.	Jardine, Matheson & Co., Ltd.	On 20th June
ANTWERP, ROTTERDAM & HAMBURG	Agil von Bayre	Dut.	Jardine, Matheson & Co., Ltd.	About 5th June
HAVRE, ANTWERP & DUNKERQUE	Meinam	Dut.	Jardine, Matheson & Co., Ltd.	On
BREITENBURG via SHANGHAI, COLON & BOMBAY	Et. St. Loubert-Bis	Brit.	Nippon Yusen Kaisha	On 10th June
SHANGHAI & CALCUTTA	Moroka Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 31st May, 3 p.m.
SINGAPORE, PANANG, COLOMBO & BOMBAY	Houang	Brit.	Jardine, Matheson & Co., Ltd.	On 5th June, Noon
SINGAPORE & BELAWAN-DELI	Soudin	Brit.	Jardine, Matheson & Co., Ltd.	On 8th June
BRINDISI, VENICE & TRIESTE	Van Olson	Dut.	Jardine, Matheson & Co., Ltd.	On 2nd June, Noon
WEIHAUWEL, CHENGU & TIENTSIN	Nippon	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd June, Noon
HAIPHONG via HAIHOW & PAKHOI	Huichow	Brit.	Jardine, Matheson & Co., Ltd.	About 31st May
KEELUNG via SWATOW & AMOY	Tai Kwai Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 8th June, 2 p.m.
SANDAKAN	Saihan Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 2nd June, Noon
AUSTRALIAN PORTS via MANILA	Musang	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd June, Noon
AUSTRALIAN PORTS	Tango Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd June, Noon
SHANGHAI via SWATOW	Eastern	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd June, Noon
SHANGHAI, KORE & YOKOHAMA	Changsha	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd June, Noon
SHANGHAI & JAPAN	Yusung	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd June, Noon
SHANGHAI, KORE & YOKOHAMA	Atsuta Maru	Jap.	Nippon Yusen Kaisha	On 4th June
SHANGHAI & JAPAN	Douha	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd June, Noon
SHANGHAI, KORE & YOKOHAMA	Sinkang	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd June, Noon
SHANGHAI, KORE & YOKOHAMA	Tsibochia	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd June, Noon
SHANGHAI, KORE & YOKOHAMA	Argun Maru	Jap.	Nippon Yusen Kaisha	On 2nd June, Noon
SHANGHAI, KORE & YOKOHAMA	Chipping	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd June, Noon
SHANGHAI, KORE & YOKOHAMA	Tjansnook	Dut.	Jardine, Matheson & Co., Ltd.	On 2nd June, Noon
SHANGHAI, KORE & YOKOHAMA	Honolulu Maru	Jap.	Nippon Yusen Kaisha	On 2nd June, Noon
SHANGHAI, KORE & YOKOHAMA	Hangsan	Jap.	Nippon Yusen Kaisha	On 2nd June, Noon
SHANGHAI, KORE & YOKOHAMA	Kwangtung	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd June, Noon
SHANGHAI, KORE & YOKOHAMA	Haikong	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd June, Noon
SHANGHAI, KORE & YOKOHAMA	Yensung	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd June, Noon
SHANGHAI, KORE & YOKOHAMA	West Ivan	Am.	Strathairn & Co.	On 12th June

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 29th.

Day at 2 p.m. at 8 a.m. at 2 p.m.

Barometer 29.73 29.74 29.74

Temperature 86 81 83

Humidity 64 86 66

Wind Direction E E E

Force 3 1 2

Weather Rain

0.00 0.00 0.01

Highest open-air Temperature on 28th ... 86

Lowest open-air Temperature on 29th ... 80



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

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Through passage rates to Europe via America: G.3405, G.3420 G.3440.

SHIDZUOKA MARU ... Monday, 4th June, 11 a.m.

YOKOHAMA MARU ... Monday, 25th June

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HARUNA MARU ... Wednesday, 8th June.

KANO MARU ... Wednesday, 20th June.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLES & VALENCIA.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Wednesday, 20th June.

YOSHINO MARU ... Wednesday, 18th July.

NEW YORK & BOSTON via PANAMA.

MAYEBASHI MARU ... Monday, 4th June.

BUENOS AIRES via Singapore, Delagoa Ba., Durban & Cape Town.

KAWACHI MARU ... Middle June.

BOMBAY via Singapore and Colombo.

MORIOKA MARU ... Sunday, 10th June.

OA-OUTIA via Singapore, Penang & Rangoon.

RANGOON MARU ... Friday, 1st June.

NAGATO MARU ... Saturday, 9th June.

NAKASAKI, KOLE & YOKOHAMA.

YOSHINO MARU ... Thursday, 14th June.

SHAN HAI KOB & YOKOHAMA

ATSUTA MARU ... Wednesday, 8th June.

LISBON MARU ... Saturday, 2nd June.

For further information apply to— NIPPON YUSEN KAISHA

Telephone: Central Nos. 292 & 293. K. H. KAMEI Manager.

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HOMWARDS.

2. "CITY OF TOKIO" 15th June... Marseilles, London & Antwerp & Hamburg.
3. "CITY OF MANCHESTER" 17th July do.

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Sailings from Hongkong.

1. "OANFA" ... via Suez Canal ... 5th June.
 2. "CITY OF PITTSBURG" ... via Suez Canal ... 12th June.
 3. "KREMUN" ... via Suez Canal ... 25th June.
 4. "DIOMED" ... via Suez Canal ... 5th July.

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Subject to change without notice.

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CORDILLERE	—	—	11th June
ANGERS	—	—	25th June
ORILLI	4th May	5th June	8th July
PORTHOS	18th May	19th June	22nd July
ANLEOB	1st June	3rd July	6th Aug.
CHAMBORD	15th June	17th July	20th Aug.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A Class 1st Class ... £ 85. 0s. 0d. B Class 1st Class ... £ 89. 0s. 0d.
 2nd ... £ 68. 0s. 0d. 2nd ... £ 62. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats)

1. "MEINAM" loading for HAYRE, ANTWERP & DUNKIRK, about 30th May.

MESSAGERIES MARITIMES CO.,

Telephone: Central 710.

3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms.

Saloons and Excellent cuisine

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG ... Capt. E.H. Walker ... Friday, 1st June, at 1st Noon
 HAIPHONG ... Capt. J.S. Thomson ... Tuesday, 5th June, at 1 p.m.
 HAIPHONG ... Capt. W.C. Pasmore ... Friday, 8th June, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers

P. & O. British India
Apcar and
Eastern & Australian
Lines

COMPANIES incorporated in ENGLAND

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MACRITUS, EAST & SOUTH AFRICA, AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA.

EGYPT, EUROPE, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"ALFORD"	3,273	30th May, Noon	Singapore, Penang & Bombay.
"NYANZA"	7,000	30th May, 11 a.m.	Marseilles, London & Antwerp.
"SOUTHERN"	6,700	5th June, Noon	Spore, Penang, Colombo & Bombay.
"JEYPORE"	5,218	12th June	Marseilles, London & Antwerp.
"SARDINIA"	8,580	13th June	Bombay, Marseilles, London & Antwerp.
"DELTA"	8,087	27th June	Spore, Penang, Colombo & Bombay.
"SICILIA"	6,813	30th June	Bombay, Marseilles, London & Antwerp.
"WAIWA"	10,341	11th July	Singapore, Colombo & Bombay.
"KIDDERPORE"	5,324	15th July	Marseilles, London & Antwerp.
"SOUTHERN"	6,092	25th July	Spore, Penang, Colombo & Bombay.
"SOUTHERN"	6,866	30th July	Bombay, Marseilles, London & Antwerp.
"SOUTHERN"	6,813	8th Aug.	Spore, Penang, Colombo & Bombay.
"SOUTHERN"	6,813	22nd Aug.	Bombay, Marseilles, London & Antwerp.
"SOUTHERN"	6,813	7th Sept.	Marseilles, London & Antwerp.
"SOUTHERN"	6,813	21st Sept.	Bombay, Marseilles, London & Antwerp.
"SOUTHERN"	6,813	5th Oct.	Marseilles, London & Antwerp.
"SOUTHERN"	6,813	19th Oct.	Marseilles, London & Antwerp.

BRITISH INDIA - APCAR SAILINGS

"JANUS" 4,824 16th June Calcutta via Singapore & Penang

FASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN" 4,000 1st June, Noon Manila, Fanchang, Thursday
 1st June, Noon 1st June, Noon 1st June, Noon
 1st June, Noon 1st June, Noon 1st June, Noon

Frequent connections from Australia with the following—
 The Union B.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Eschamper and London via Papea & Chai.

SAIJING TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"DEVANHA"	8,092	2nd June, Noon	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	12th June	Japan direct.
"MALWA"	10,941	17th June	Shanghai only.
"SICILIA"	8,813	18th June	Shanghai only.

All rates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Ticket to Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and
NEW YORK

S.S. "ROMAN PRINCE" ... on or about 10th June.
 S.S. "GAELIC PRINCE" ... on or about 1st July.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 5185

Telegrams (Furnprince)

(Incorporated in Great Britain)

St. George's Building

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SWATOW & SHANGHAI	"SUICHOW"	On 31st May Noon.
CHEFOO	"FOOCHOW"	On 1st June, Noon.
WEIHAIWEI, CHEFOO & TIENSIN	"HUICHOW"	On 2nd June, Noon.
SHANGHAI & TSINGTAO	"SINKIANG"	On 2nd June, 4 p.m.
AMOI & SINGAPORE	"KWEIYANG"	On 3rd June, Noon.
HOBOU & SHANGHAI	"SZECHUEN"	On 3rd June, 10 a.m.
SWATOW & BANGKOK	"CHENAN"	On 5th June, Noon.
MANILA	"KWANGTUNG"	On 5th June, Noon.
SWATOW & SHANGHAI	"TAMING"	On 5th June, 4 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	"SUNNING"	On 7th June, Noon.
SHANGHAI & TSINGTAO	"KUEICHOW"	On 8th June, 4 p.m.
	"YINGCHOW"	On 8th June, 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wooning.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 33.

(JOHN SWIRE & SOHN, LTD.)

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE, 22, DES VOEUX ROAD.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sardinia, & Aus. Ports.
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This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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BUTTERFIELD & SWIRE

Telephone Central No. 33.

(JOHN SWIRE & SOHN, LTD.) Agents.

STRUTHERS & BARRY

OIL-BURNING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

S.S. "Doylestown" ... Leave Hongkong 1st June
 U.S.S.B. "MURPHY" ... Leave Hongkong 24th June
 [Leave Hongkong 25th June]

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLANDPOINTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S.B. "West Coast" ... Leave Hongkong 30th May.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Ivan" ... Leave Hongkong 12th June
 Leave Hongkong 13th June.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SPECIFIED.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES

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1st Floor, Queen's Building,

Phone Central No. 8008.

U. P. BRADFORD, Res. Agent.

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DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

1. "KENDAL CASTLE" ... sailing on or about 5th June.
 2. "WRAY CASTLE" ... sailing on or about 8th July.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIRELLA having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

FOR BRINDISI, VENICE & TRIESTE

1. "NIPPON" ... sailing on or about 5th June.
 2. "FIUME-L" ... sailing on or about 28th June.

FOR SHANGHAI, YOKOHAMA & KOREA.

1. "FIUME-L" ... sailing on or about 30th May.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

1. "UMSINGA" ... sailing on or about 31st May.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

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JAPAN COAL
 AND
GENERAL IMPORTS & EXPORTS
 AGENTS FOR—
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THE OSAKA MARINE & FIRE INSURANCE CO.
MITSUBISHI SHOJI KAISHA
 (MITSUBISHI TRADING CO., LTD.)
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 No. 14, PEDDER ST., HONGKONG.

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